The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE.

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 785.---Vol. XX.] LONDON, SATURDAY, SEPTEMBER 7, 1850. [Price 6d.

Contract for Coals—General Post-office, France.

NOTICE IS HEREBY GIVEN, that SIX MILLIONS THREE HUNDRED THOUSAND KILOGRAMMES of COALS being required by the GENERAL POST-OFFICE OF FRANCE, TENDERS will be PUBLICLY RECEIVED, and CONTRACTED upon at the General Post-office, Paris, on the 18th Sept., 1850, at Two o'clock in the afternoon.

The schedule of particulars can be seen at the French Consulate-General's Office, 47, King William-street, City, from Twelve till Four o'clock.

SHROPSHIRE.—VALUABLE FREEHOLD ESTATES AND MANORS, In the Parishes of CHIRBURY and HYSSINGTON, in the County of SALOP,

MR. THOMAS EDWARDS will SELL, BY AUCTION, at the Fox Inn, SHREWSBURY, on Thursday, the 26th day of September, 1850, in one or more lots, and subject to conditions to be then and there produced.

Sale to commence at Five o'clock.

IN THE PARISH OF CHIRBURY.

LOT I.—All that capital MESSUAGE, BUILDINGS, and LANDS, called KINTON FARM, containing 206A. 3R. 39P., or thereabouts, and now in the occupation of Mr. John Gittins, together with 536 acres of open COMMON LAND; and also the MANOR of MIDDLETON, and the several Royalties appertaining and belonging thereto, which extend over an area of 1247A. 3R. 33P., together with the MINES and MINERALS lying under the same, but subject to the existing lease to Messrs. Ward and Co., under part of the property.

Also, sundry SMALL TENEMENTS and LANDS, on and adjoining the before-mentioned commons, now or late in the several occupations of Thomas Whettel, Richard Lee, Thomas Montford, Joseph Whettel, James Nicholas, late John Rudge, John Humphreys, Thomas Clare, William Cross, and George Swaine, containing together 13A. 1R. 9P.; likewise that portion of a certain POOL OF WATER, which lies within the Manor of Middleton, and occupied by the White Grit Mining Company.

This lot forms a most desirable investment, either to the agriculturist or mineralogist. The farm lies within a ring fence (except one small close), and is capable of great improvement. It is bounded by the estates of the Earl of Powis and Sir Offley Penbury Wakeman, Bart., which are strictly preserved; also by those of George Pritchard, Robert Bridgeman More, and Edward Smith, Esqs.

The Grit Mines, which belong to R. B. More, Esq. (and which are now in full work), adjoin this lot—the steam-engine being within a few yards of the property, and a great quantity of lead ore is now being raised from the vein adjoining the boundary line, and which vein runs into this manor, and is the favoured point remarked upon by Sir Roderick Impey Murchison in his geological work of this part of Shropshire, where no doubt a great body of ore exists.

There is an excellent Rabbit Warren on Middleton-hill, and a great portion of the commons will do well for cultivation.

LOT II.—All that FARM and LANDS, called MIDDLETON, now in the occupation of Mr. Vincent Preece, containing 43A. 2R. 10P., or thereabouts; together with a newly-erected COTTAGE, with a CLOSE of LAND, held by John Gittins.—Also, a FIELD of LAND, at present occupied with the sheepwalk, and open thereto, containing 3A. 3R. 3P., together with TWO other TENEMENTS, in Middleton Batch, in the respective occupations of John Mellings and Richard Embrey, containing 5A. 0R. 3P., or thereabouts.

This lot is principally surrounded by the estates of George Pritchard, Esq.; it also abuts upon Messrs. Shuker and Knight's lands.

LOT III.—All that MESSUAGE, BUILDINGS, and LANDS, near Medge's Fold, now in the occupation of Ann Lewis, containing 3A. 1R. 16P.

LOT IV.—All that MESSUAGE, BUILDINGS, and LANDS, called MEDGE'S FOLD, in the occupation of John Price, containing 3A. 2R. 32P., or thereabouts.

LOT V.—All that FARM and LANDS, called STAPELEY, in the occupation of Mrs. Diana Montford, containing 14A. 3R. 12P., or thereabouts; also, all those TWO MESSUAGES, BUILDINGS, and LANDS adjoining, in the respective occupations of Robert Pugh and John Edwards, containing together 2A. 3R. 28P., or thereabouts.

LOT VI.—All that FARM, BUILDINGS, and LANDS, called STAPELEY, in the occupation of Mr. Aaron Evans, containing 17A. 1R. 25P., or thereabouts.

LOT VII.—All those TWO PIECES, or PARCELS, of LAND, adjoining Stapely Farm, and now occupied by Jeremiah Francis, containing 3A. 2R.

The last-named five lots are desirable investments for the small capitalist, or persons wishing to secure votes for the southern division of the county of Salop.

IN HYSSINGTON PARISH.

LOT VIII.—All that MESSUAGE, BUILDINGS, and LAND, called the APPLETREE TENEMENT, with the LAND lately added thereto, and now in the occupation of John Beamond, containing together 2A. 2R. 4P.; also all that other MESSUAGE and CLOSE of LAND adjoining the same, in the occupation of Edward Wellings.

This lot is near the Grit Mines, and adjoins the turnpike-road leading from Bishop's Castle to Shrewsbury, and is a desirable spot for a small inn or shop.

LOT IX.—The MANOR or LORDSHIP of MUCKLEWICK, extending over an area of 534A. 0R. 14P., and the several royalties appertaining and belonging thereto, with the MINES and MINERALS lying under the same, but subject to the existing lease to Messrs. Ward and Co., of the mines under part of the property; together with the manorial allotment about being made and set out under the Hyssington and Mucklewick Inclosure Act.

The VEIN OF ORE, which is now worked by the Grit and Gravel Mining Company, crosses these commons, which lie only about a quarter of a mile from the engine, and the turnpike-road from Bishop's Castle to Shrewsbury passes over the said commons.

Plans and particulars may be had by application to Messrs. Robinson and Ouvry, solicitors, 13, Tokenhouse-yard, London; Messrs. Mickleburgh and Son, land agents, Montgomery; Thomas Norton, Esq., solicitor, or to Mr. Thomas Edwards, the auctioneer, both of Shrewsbury.

EAST OF SCOTLAND MALLEABLE IRON-WORKS.—TO BE EXPOSED TO SALE, BY PUBLIC AUCTION, within the TOWN-HOUSE, DUNFERMLINE, on Wednesday, the 2d October next, at One o'clock afternoon, the EAST OF SCOTLAND MALLEABLE IRON-WORKS, at DUNFERMLINE, comprising—A STEAM-ENGINE, of 80-horse power, working the machinery, consisting of FORGE and 2 PUDDLE BAR TRAINS, of 16 inches diameter, HAMMER and PATENT SHINGLING MACHINE; also a 16-inch MERCHANT BAR or RAIL MILL, a 12-inch MILL, for ordinary sized merchant bars, and an 8-inch GUIDE MILL, 13 PUDDLING FURNACES, and 6 MILL FURNACES, the whole capable of producing 120 tons of bar-iron weekly.

A REFINERY STEAM-ENGINE, of 45-horse power, with blowing apparatus, complete, and two fires erected.

A complete SET of WORKSHOPS, containing a 20-horse power STEAM-ENGINE, driving a powerful ROLL TURNING LATHE, and blowing apparatus for smiths' fires.

A PUMPING and CLAY MILL STEAM-ENGINE, of 16-horse power, used for the manufacture of fire-brick and pumping water for supply of engines.

Also the ESTATE of TRANSY, consisting of about 107 imperial acres, with elegant MANSION-HOUSE and PLEASURE GROUNDS, situate about half a mile to the east of the town of Dunfermline.

Should the above not be disposed of in one lot, the works will be put up separately, and if sold, the estate will also be exposed separately.

The purchaser of the works will have it in his option to take all the necessary tools, loose machinery, and stocks of different kinds, at a valuation.

There will also BE SOLD, a STEAM-ENGINE, of 80-horse power, intended to drive the rolling mills, apart from the forges, with strong cast-iron framing and relative machinery.

For further particulars application may be made to Mr. James Inglis, the Chairman of the Board of Management; or to Johnstone, Russell, and Craig, writers, in Dunfermline, in whose hands may be seen the title deeds of the lands and articles of roup.

Dunfermline, Sept. 4, 1850.

IMPORTANT DISCOVERY OF SILVER LEAD MINES, near BRISTOL.—The attention of persons interested in MINING PROPERTY is particularly directed to these valuable SILVER-LEAD MINES, recently discovered, and proved at considerable expense. It is proposed to FORM a COMPANY to WORK these MINES, to be called the YTCHINGTON HILL SILVER-LEAD MINING COMPANY, to be conducted on the Cost-book Principle, which, by Act of Parliament, exempts shareholders from any liability beyond the amount subscribed on their shares.

The sett, or grant, comprises about 80 acres, and is held direct from the Lord of the Manor, at 1-20th dues, or 5 per cent. on the produce, for a period of 21 years, from June, 1850. The situation is highly advantageous, being only 10 miles from Bristol, four from the Wickwar Station, on the Birmingham and Bristol Railway, and within 6 of the River Severn. Several very valuable lodes have been discovered, three of which have been explored to some extent, showing throughout indications of a highly metalliferous quality, which the reports will fully explain, and samples seen at the Company's offices.

From the peculiar situation of the lodes, and the natural character of the district, it is considered that expensive machinery will be unnecessary.

A considerable sum of money has been expended on the only required *speculative* outlay, the lead being actually discovered. Gossan, fluor-spar, sulphuret of barytes, and other indications of there being a largely productive mine, have been found, fully justifying the shareholders in anticipating a return on the capital invested, equal to the most valuable mine now working.

The mine is to be divided into 3072 shares; 2272 of these will be issued to the public, on which £3 per share is to be paid on signing the Cost-book; this sum the proprietors are fully assured will carry on the works effectually.

Various assays have been made, and the ore is found to be exceedingly rich in silver; one by Mr. Clements, of the Panther Lead-Works, Bristol, produced 55½ per cent. of lead, and 71 ozs. 1 dwt. of silver to the ton of ore, and valued by him at £19 10s. per ton, as produced at the mouth of the mine; another by Mr. Johnson, of 79, Hatton-garden, London, produced 12 cwts. of lead and 68 ozs. of silver to the ton. The price of lead ordinarily averages about £11 per ton.

Applications for shares to be made to Mr. S. J. Green, at the offices of the Company, No. 9, Hart-street, Bloomsbury-square, London, where specimens of the ore may be seen; and to Mr. Wray, Alveston, near Bristol, with whom the cost-book will lie for signature, for the convenience of country shareholders.

THE MINING COMPANY OF WALES—NOW INCORPORATED WITH THE RHOSSYD—"PENANT OF FESTINIOG"—SLATE, and DENBIGH GREAT SLAB QUARRIES COMPANY.

Capital £120,000,

In shares of £5 each.—Deposit £2 10s. per share.

PROSPECTUS.

This COMPANY is FORMED for EXTENDING the WORKS on the magnificent VEINS of ROOF SLATE along the celebrated FESTINIOG RANGE; the rich and extensive COPPER, LEAD, and SILVER-LEAD MINES, already productive, and developing along the Cwm Ciprwth, Gilvach, and Blaeny Penaat mountain districts, in Carnarvonshire, and the Great Slab Quarries in Denbighshire.

RHOSSYD AND WRYSGAN SLATE QUARRIES.

The slates now being raised from the Rhossyd veins, just cut, have been pronounced by several engineers and slate agents as of a very superior quality, and the veins themselves of the highest and most productive order in sound slate rocks—the tabular structure and purity of metal of which, with their other fine qualities, have obtained for them the name of the "Penant of Festiniog Slate Veins." Indeed, the slates from these veins have been several times tested by the best judges in every possible manner, and finally reported—"undeniably the best quality."

The Rhossyd veins of slate continue through Wrygan, another estate of vast extent—paying no royalty whatever, and held by lease on a small yearly rent. This lease has been purchased on advantageous terms, and, as it immediately adjoins Rhossyd, can be worked with great facility and economy under the same local management. Some cargoes of superior slates from the Wrysgan Open Quarries are now on the floors, and the works are in a fair state of progress—the monthly produce of which, even at present, shows the advantages that may be expected to attend the interests of the company in connecting the Wrysgan and Rhossyd Estates, and placing both under the same direction.

CWM ORTHIN SILVER-LEAD MINES.

Besides the above slate properties, a very promising silver-lead mine has been opened on a good lode of ore, on the north-eastern verge of one of the mountains on Rhossyd, called Cwm Orthin, which is included in the Rhossyd lease. About 5 fathoms of shallow levels, &c., have been driven, from which some tons of ore are now on bank, that produce 26 ounces of fine silver per ton, and seems to be of the same character as that of the celebrated Daren and Cwm Symlog Mines, in Cardiganshire,

GILVACH AND CWM CIPRWTH COPPER MINES.

The extent of these mines on the lodes is about two miles. Two lodes have been proved in distant places along their bearings. On Cwm Ciprwth there is a water-wheel with pumps, &c., and a shaft with several shallow drivings therefrom. The greatest depth about 18 fathoms, at the bottom of which there is a lode of 8 feet wide, well mixed with copper ore, and carrying a continuous rib of 2 feet, nearly full of solid ore. This lode is very promising—as gossany and kindly as any miner could wish, and likely to improve still further in depth. More powerful machinery must, however, be erected, and a change made in the water-course, to put this mine to work, to make those high returns promised by present indications.

Gilvach is undoubtedly a great mine. It has already produced several hundred tons of ore at shallow workings, and now shows, on small drivings at bottom of winze, or sub-shafts, a lode of 4 feet wide, quite solid. Some small shipments of ore have been lately made, from trials at these bottoms, and heaps of ore from the same are now on the washing floors. The adit leading to the winze shafts is, however, rather tortuous, as, indeed, are the winzes themselves, and the water is strong at bottom; therefore, it is advisable to open a new adit level, to command the bottoms (see report), which, when done, will render available at once some thousand fathoms of rich ore ground, and some hundred fathoms of a most productive lode.

But, besides all this, there is being worked a deep adit level, some 12 or 13 fathoms still lower down the mountain, that has just cut one of the southern lodes, parallel and within a few fathoms of the former, which shows rich copper ore, and is very promising.

It needs only to be remarked, in confirmation of the favourable opinion reported of these mines, that the same lodes have been worked on for several years, and are now being worked, on the north eastern side of the mountain, in the celebrated mines of Drwsy Coed, &c., distant, in horizontal range, from Gilvach 998 fathoms, and at present producing immense quantities of ore, reported 1000 tons monthly. Indeed, several railway waggons are seen constantly in active service, bearing their rich burdens to the well-arranged premises of the company at Carnarvon for shipping.

BLAEN-Y-PENANT.

One mile east of Gilvach, lead, copper, silver-lead, and sulphur mines, of great note, present themselves, and are now in the possession of the company. They were opened by poor men to an average depth of seven or eight fathoms, and ores raised sufficient to equalise expenses; but want of system, and machinery to command the water, caused the works to be suspended. The indications all through, particularly offering in a district pregnant with metallic riches, are highly favourable, and warrant a recommendation to open and work these mines with due spirit.

THE DENBIGH GREAT SLAB QUARRIES.

These quarries lie within three miles of a safe and commodious shipping harbour, near Conway. They are of immense extent, and quite inexhaustible. The quality of the slabs has been rigorously tested, and found proof in delicate polish, free from chipping in sawing, &c., and every way adapted for general and refined uses. The quarries are now open for immediate returns.

The following calculations on prices, at present rates of contracts, &c., will show the high value of this important addition to the foregoing mines and quarries belonging to the company:—

Contracts are now being made to raise, dress, square, &c., and carry from the quarry to the wharf, slabs of any skantling, at 15s. per ton, all expenses included.

Freight from wharf to Conway, and from thence by railway—say, to London, including dues, &c., 7s. 6d. per ton.

One quarryman and assistant, contracts, as above, for 40 tons of slabs per month.

The prices of these slabs at market are from 2l. 10s. to 3l. 10s. per ton.

Therefore, 12 contracts in one month will produce 480 tons of slabs in the market—say, in London, at an expense of	£540	0	0
Let the superintendence, incidentals, royalties, &c. be	60	0	0
Making the gross cost to the company of 480 tons of slabs	£600	0	0
Which sell even at lowest price for	1200	0	0
Therefore one month's profit on 12 such contracts, is	£600	0	0
Or yearly profit on like work, or 12 contracts alone	£7200	0	0

And these contracts may be doubled, trebled, or quadrupled, &c., in proportion to the market or sales! (See respective reports.)—In a word, this company presents a source of investment of positive worth, of real standard excellence, that courts the closest examination; neither figurative nor doubtful, nothing uncertain; everything fair and open, and truthful, and such as must insure a high interest to the shareholders.

SUMMARY OF THE CONDITIONS AND RULES PROPOSED TO THE COMPANY FOR THEIR ADOPTION.

1. The affairs of the company to be managed by a chairman and board of directors—three of whom shall form a quorum.

2. Candidates for election as chairman or directors, must each possess at least 50 shares.

3. General meetings of shareholders shall take place every half-year, when all questions of the affairs of the company shall be decided by a majority of votes present; holders of 5 shares to have one vote: of 10, two votes; of 20, three votes; of 50, four votes; of 100, five votes; of 200, six votes; and of every 100 in addition an additional vote.

4. The shares are numbered in order, and made transferable to bearer—therefore, no holder of scrip can be responsible for a greater amount than that due on the shares in his own possession.

5. Should any future call be required, the amount shall not exceed 10s. on each £5 share. Two months' notice must be given for that purpose in the *Mining Journal*, London *Times*, and *Carnarvon and Denbigh Herald*; and in default of payment in three months after the above notice, the numbers not paid up in concordance with that call, shall be forfeited and advertised accordingly.

6. The directors shall meet in the board room, attached to the company's offices, on the first Tuesday of each month at one o'clock, for the general transaction of business.

7. The accounts of the company shall be audited, and produced at the general half-yearly meeting, when dividends shall be declared and appropriated in the usual manner.

8. The board-room shall be open for the directors on every Tuesday, at Eleven o'clock. The secretary may summon a board on any day in case of emergency; and the directors may call a special meeting at any time, by giving one week's notice.

NOTICE.

The first general meeting of shareholders will be held on Tuesday, the 1st day of October next, at One o'clock, in the company's offices, 24, Lincoln's Inn-fields, London, when the board of directors and committee of management shall be declared for the ensuing 12 months.

BANKERS.

The National Provincial Bank of England; and the North and South Wales Bank.

SOLICITORS.

Messrs. Richard Thomas and Son, 3, Fen-court, Fenchurch-street, London.

LOCAL SOLICITORS.

Griffith Jones Williams, Esq., Dolgelly; and William Griffith, Esq., Llanwrst.

SECRETARY.

St. Pierre Foley, C.E., &c., (Mining Company of Wales, &c.), No. 24, Lincoln's Inn-fields, London.

To whom application for shares, &c., is to be made.

N.B.—Arrangements are made also to place under the management of the company, against the first day of general meeting, the celebrated and valuable mines of Cwm Symlog, Conlnog, &c., situated in the very centre of the ancient British Potosi district of Cardiganshire.—July 18, 1850.

WHEAL GROSE.—As the adventurers of Wheal Grose cannot sink much deeper without an engine, they have agreed to SELL FIVE HUNDRED and FIFTY SHARES, at £3 10s. per share, reserving 450 shares to the present holders, so as to erect an engine, stamps, &c., as required for the use of the mine, which is on a level marsh, and worked on the Cost-book system.

The amount of purchase-money to be paid, by instalments of 10s. per month, into the bank of Glyn and Co., London, to be drawn out only by the joint-signature of the manager and cashier.

Applications to be made to Mr. John Williams, Bryshyfryd, Newport, Monmouthshire; or to Messrs. Durrant and Co., 58, Lombard-street, London.

MANAGER WANTED.—A Person, who perfectly understands the MANAGEMENT and DIRECTION of COBALT WORKS, the BEST PROCESS of MAKING SMALTS, and the REDUCTION of COBALT ORE to OXIDES. A liberal remuneration will be given.—Apply by letter (post-paid), with name and address, to "Box H., 67," Post-office, Liverpool.—Good references indispensable.

WANTED, in an extensive COLLIERY CONCERN, a properly qualified person, as COLLIERY BAILIFF, being well acquainted with Sinking Pits and Coal-getting generally. No person need apply who cannot produce unexceptionable testimonials as to strict sobriety, integrity, and experience in colliery works.—Application to be made by letter, to "A. B.," at the office of the *Mining Journal*, 26, Fleet-street, London.

WANTED, as MANAGER of a COLLIERY or IRON-WORKS, by a Young Man, 27 years of age, who has had considerable experience in that capacity, and can have undeniable testimonials, is anxious for an ENGAGEMENT: he can also Survey, Level, &c.—Letters addressed to "Y. Z.," at the office of the *Mining Journal*, 26, Fleet-street, London (post-paid), will meet with immediate attention.

TO THE PROPRIETORS OF LEAD AND SILVER WORKS.—WANTED, a SITUATION, as MANAGER of a LEAD SMELTING and REFINING WORKS. The Advertiser has a good knowledge of Smelting Ores and Slags, both by blast and Reverberatory Furnaces, Refining, Assaying, and Keeping Accounts: can produce many years testimonials, and give good references.

Address "L. L.," Post-office, Swansea, Glamorganshire.

TO COPPER SMELTERS AND OTHERS.—A Gentleman, thoroughly acquainted with all the practical details of Copper Smelting, as well as the Management of the Works, is OPEN to an ENGAGEMENT, either at home or abroad. The Advertiser is well acquainted with the working of all the Patent Processes at present applied to the Smelting of Copper Ores in Australia. Satisfactory references can be given.—Address "W. E.," Post-office, Swansea.

STEAM-ENGINE FOR SALE.—TO BE SOLD, BY PRIVATE CONTRACT, a 32-inch cylinder STAMPING ENGINE, single acting, 9 feet stroke in cylinder, with steam case, boiler, about 11 tons, and axles and frames for 72 heads.—Applications to be made to Hocking and Loam, engineers, Redruth.

Dated June 26, 1850.

THE PROPRIETOR of a valuable MINE, which has commenced working under circumstances peculiarly favourable as to produce and profit, would DISPOSE of SOME INTEREST in the concern to two or three persons, who may be prepared to advance about £6000; or the money would be taken as a loan, on good security, with 5 per cent., and a bonus from the mining works.—Address "M. A." at the office of the *Mining Journal*, 26, Fleet-street, London.

MONEY.—SUMS from THREE HUNDRED to FIFTEEN THOUSAND POUNDS to be ADVANCED on MORTGAGE of FREEHOLD, LEASEHOLD, COPYHOLD, REVERSIONS, MONEY in the FUNDS, and on approved MINING and RAILWAY SHARES, and on DEBENTURES, and MONEY NEGOCIATIONS generally EFFECTED.—Apply to Mr. Dickinson, 2, Cannon-row, Parliament-st.

MINING.—Respectable MINING COMPANIES requiring FIRST-RATE OFFICES in LONDON, with MANAGEMENT, can be ACCOMODATED upon liberal terms, by addressing a line to "A. B.," care of Mr. Syrett, No. 72, Old Broad-street, London.

MINING OFFICES.—Mr. FENTON, 5, WHITE HART-COURT, LOMBARD-STREET, is instructed to DISPOSE of SHARES in the following MINES:—Wheal Arthur, Wheal Zion, Pentire Glaze and Pentire United, South Caradon, Wheal May, Runnaford Coombe, Trehane, &c.—Plans, and samples of ore, may be seen at the offices, where all particulars may be had.—MINING COMPANIES provided with ACCOMMODATION for CONDUCTING their BUSINESS, and Correspondents in the country furnished with information on Mining Property.

MINING PROPERTY.—Mr. HERRON has SHARES in the best DIVIDEND MINES FOR SALE, and which will give to the purchaser 17 to 25 per cent. for the outlay; amongst others are the following:—Alfred Consols, Wheal Tremayne, Levant, Bottallack, Lewis, Wheal Margaret, Treviskey, Tressvean, Trethellan, West Trethellan, Wheal Seton, West Seton, South Basset, South Frances, South Tolgus, Stray Park, North Basset, Carn Brea, Tincroft, Callington, and Holmbush Mines—St. John del Rey, United Mexican, Imperial Brazilian, Copiapo, Alten, Cobre, and Santiago Mines.

MINING OFFICES—33, *CLEMENT'S-LANE, LOMBARD-STREET.*

MINING PROPERTY.—BUSINESS transacted in every description of MINING PROPERTY, SHARES BOUGHT and SOLD, ADVICE GIVEN to PARTIES as to INVESTMENT, ADVANCES of MONEY MADE on this DESCRIPTION of PROPERTY, Statistics given on Mines, and the earliest information obtained from the mineral districts.—Apply to DURRANT & CO., Mining Sharebrokers, 58, Lombard-street.

MINING PROPERTY.—Messrs. BROWN & CO., of No. 16, FENCHURCH-STREET, LONDON, beg to call the attention of Capitalists from Railways to MINES, as the most SAFE and PROFITABLE MEDIUM of INVESTMENT.—Messrs. BROWN & CO. can procure SHARES in all the MINES in CORNWALL and DEVON, and has on hand Shares in the following Mines:—Devon Great Consols, Wheal Franco, South Plain Wood, Hawkmoor, Wheal Russell, Wheal Fortescue, Wheal Harris, Wheal Venton, Wheal Hamlyn, West Wheal Friendship, Lewis, Tincroft, South Carn Brea, National Brazilian, United Mexican, &c.

MR. R. TRIPP, MINING AGENT, is instructed to BUY and SELL in most of the best DIVIDEND-PAYING MINES; also in NEW ONES, having present and prospective advantages, including—South Wheal Frances, Treviskey and Barrier, Comfort, Wheal Reeth, Wh. Margaret, Devon Great Consols, South Caradon, Wheal Tremayne, Holmbush, Alfred Consols, Arthur Consols, Wheal Penhale, Runnaford Coombe, Hennock, Treleigh, Treluebeck, Russell, Tincroft, Hawkmoor, &c.

FOREIGN: Burra Burra, Santiago, Linares, and Copiapo Mines.

MINING AND SHARE OFFICES,

ST. MICHAEL'S CHAMBERS, ST. MICHAEL'S-ALLEY, CORNHILL, LONDON.

MESSRS. BOXALL & CO., MINING SHARE DEALERS, 5, *CROSBY HALL CHAMBERS, BISHOPSGATE-STREET.*

MESSRS. WATSON & ENSOR, MINING AGENTS, 4, *TOKENHOUSE-YARD, LOTHBURY, LONDON.*

JAMES LANE, MINING SHARE DEALER, 80, *OLD BROAD-STREET, LONDON.*

BRITISH AND FOREIGN MINES, RAILWAY SHARES, DEBENTURES, CONSOLS, FOREIGN STOCKS, AMERICAN, and other PUBLIC SECURITIES, DEALT IN at the CURRENT RATES of the day, for money or time. LOANS CONTRACTED, and MONEY AGENCIES undertaken upon liberal terms.

JAMES S. TRIPP & CO.,

LOMBARD-STREET CHAMBERS, CLEMENT'S-LANE, LOMBARD-STREET.

MR. JAMES CROFTS, of No. 4, KING-STREET, CHEAPSIDE, is encouraged to renew his recommendations to CAPITALISTS to turn their attention to BRITISH MINING PROPERTY, as a safe MEDIUM for INVESTMENT at the present moment in particular—an unprecedented increase having taken place in the productive class of mines, solely owing to the application of capital and improved modes of working, by the combined application of science and skill.

Mr. CROFTS can procure SHARES in all the MINES of repute in the Tavistock District, and has FOR SALE specially—Wellington (4 shares), Cwm Erfin, Llwynmalees (40 shares), Wheal Langford (65 shares), Heigneton Down Consols, and in all the dividend mines; also Combiawn, Wheal Benny, Lamheroe Wheal Maria, Wheal Vincent, and Wheal Sarah. Of the latter a few remain for Sale, much under their real value, and an early application is particularly requested.

*** Mr. CROFTS is only a purchaser of shares for principals.—Sept. 6, 1850.

CAUTION TO CAPITALISTS.—Mr. HOPKINS begs to acquaint his Friends and the Public that some parties have of late made an unwarrantable use of his Name, in connection with certain Mining Speculations, solely with the view of putting an undue value on the shares. Mr. Hopkins is consulted by many parties daily, and is frequently called upon to INSPECT every description of MINERAL PROPERTY in all parts of the United Kingdom and on the Continent, good, bad, and indifferent—many of the favourable reports of which are published, and the unfavourable ones laid aside, according to the views of the interested parties.

It does not follow because Mr. Hopkins is consulted, or undertakes to inspect a given Mine, that it should have more value, or that the parties are fit to carry on a mine. He may render a poor mine profitable by an economical system of working and strict attention, but he cannot form mineral veins to suit the views of mining speculators.

In making a report on any given property, Mr. Hopkins does it to the best of his judgment, and he will not allow any attempt to be made to vary the opinion expressed therein—he may err in judgment, but not in principle.

Mr. Hopkins having been engaged as a CONSULTING ENGINEER for upwards of 17 years, for some of the first merchants and capitalists in the kingdom, these gentlemen, as well as the mining public generally, have a right to demand from him this announcement, to put them on their guard. A good mine, favourably reported on, may get into bad hands. The lack of means, jobbing, or the want of practical experience, may render it a worthless speculation; therefore, under all circumstances, to avoid abuse or deception, it will be necessary for those who are governed by Mr. Hopkins, to write, as usual before investing, to his London office, 13, Austinfriars.—Tavistock, Sept. 4.

Proceedings of Public Companies.

MEETINGS DURING THE ENSUING WEEK.

TUESDAY.....Asturian Mining Company—offices, at One.
United General Gas-Light Company—offices, at One.

[The meetings of Mining Companies are inserted among the Mining Intelligence.]

RAILWAY PASSENGERS' ASSURANCE COMPANY.

The second half-yearly meeting of shareholders in this company was held at the offices, Old Broad-street, City, on Wednesday, the 4th inst.

JOHN DEAN PAUL, Esq., in the chair.

Mr. BEATTIE (the secretary) read the advertisement convening the present meeting, the minutes of the former meeting, which were confirmed, and the following report:—

At this the second half-yearly meeting the directors are happy to be able to report a decided increase in the amount of premiums over that of the previous half-year; and they congratulate the proprietors that the company is now established on a firm basis, with every prospect of a steady increase in its business. The abstract statement of the accounts of the company, to the 30th June last, have already been placed in the hands of the proprietors, and from these it will be seen that the amount of premiums received during the half-year, which terminated on that day, amounted to 2087*l.* 0s. 4d., and as the income of the society for the previous half-year was 1421*l.* 7s. 1d., the increase in the amount of premiums received in the last six months, over that of the first six months, is 665*l.* 13s. 3d.

The entire receipts of the year just closed are 3508*l.* 7s. 5d.; the expenditure, including the sums paid for compensation to parties injured, amounts to 2480*l.* 5s. 6d., and after estimating the liabilities of the company for charges which were not paid when the accounts were made up, and deducting them, the net balance amounts to 678*l.* 1s. 11d., which, for the first year of a new company, the directors conceive will be regarded as a most satisfactory result. This balance, unless reduced hereafter by payments for compensation on some of the policies issued prior to the 30th June, will yield about 8 per cent. on the capital paid up; and though for the present the directors cannot recommend its division, they trust that, at the next half-yearly meeting, they will be in a position to pay interest to the proprietors upon the capital; and unless it should be deemed necessary to reserve a portion of the surplus to go in diminution of preliminary expenses, a dividend of an almost equal amount to the interest may likewise then be paid. The obvious course which the directors would venture to recommend to the proprietors at this meeting, however, is to reserve this balance until the risks upon the old insurances are run off.

The issue of the company's tickets, which, at the date of the last half-yearly meeting of the proprietors, was established on 27 railways, has since been extended to five more, so that the public can now obtain insurance tickets on the following lines of railway:—

London and North-Western Railway, and all its branches.		South Staffordshire, and all the lines connected with it.	
Eastern Counties and Norfolk	"	Eastern Union	"
Grasat Western	"	Chester and Holyhead	"
Midland, including the Leeds and Bradford and the Birmingham and Bristol.		Manchester, Sheffield, and Lincolnshire	
		North-Western	"
Lancashire and Yorkshire, and all the lines connected with it.		Taff Vale	"
		Cockermouth and Workington	"
York, Newcastle, and Berwick	"	Stockton and Hartlepool	"
York and North Midland	"	Leeds and Thirsk	"
Great Northern	"	Caledonian	"
Lancaster and Carlisle	"	Edinburgh and Glasgow	"
East Lancashire	"	North British	"
South Devon	"	Scottish Central	"
Newcastle and Carlisle	"	Scottish Midland Junction	"
Maryport and Carlisle	"	Aberdeen	"
Shrewsbury and Birmingham	"	Edinburgh, Perth, and Dundee	"
North Staffordshire	"	Dundee and Perth, and Aberdeen Junction	

And in the course of the next week the issue of tickets will be established on the South Wales and Shrewsbury and Chester Railways.

The number of single journey tickets issued during the year ending 30th June, has been 24,788 first class; 41,515 second class; 43,771 third class.—Total, 110,074, and the periodical tickets issued in the same period has been 2808.

There is still an unwillingness on the part of two or three railway boards to sanction the issue of insurance tickets on their lines. The plea of alarming passengers has been put forward as the ground of this refusal, as if provision against a possible danger made danger more certain or imminent. It is not usual for a man to be more afraid of death because he insures his life, or that he lives in fear of his house being burnt because he insures against fire. But, however, your directors have tried every reasonable and respectful means of influencing the railway boards in question, to afford the opportunity of effecting insurance on those lines, as well as elsewhere, which they have reason to believe the public would value. And as your directors can adopt no other means, they wait the effect of time and public opinion upon the gentlemen who conduct those railways, and they hope that ere long they may consent to the issue of insurance tickets, so that the advantages which the company holds out to travellers may be enjoyed upon every railway in the kingdom.

The directors stated in the last report that the principle of effecting insurance against railway accidents was beginning to be appreciated in France and America; they have just learned that a company is now formed in Paris, under the authority of an Act passed on the 22d and 23d April last, which will commence the issue of tickets on the principal railways in France as soon as the necessary arrangements are completed. The promotors of that company are also about to enter into negociations with the governments of the principal continental states of Europe, to obtain permission to establish branches in the principal cities—viz., Vienna, Berlin, Baden, &c. Your directors cannot help regarding this contemplated extension of the system originally commenced by this company, as a favourable feature in its future prospects; for it must be evident, as the knowledge of the principle becomes more widely spread, the probability of travellers acquiring the habit of insuring will be increased.

In the last session a bill was introduced into Parliament by Mr. Newdegate, for the purpose of making it compulsory on railway companies to provide medical assistance to parties who may be injured by railway accident—in the present state of the law no action being maintainable against a railway company by a surgeon called in by the servant of a railway company, to render assistance to a passenger who has been accidentally hurt upon a railway. This bill was thrown out on the second reading, and your directors feel that its rejection is calculated to enhance the claims of this company on public support, as by its means each man may have the opportunity of doing that for himself at a small expense, which the bill was designed to compel railway companies to do, without any means of checking the abuse of such a power.

The claims upon the company for compensation during the past half-year, and the circumstances out of which they arose, will be described, and the amount awarded in each case: and without desiring to exaggerate the danger of railway travelling, it is manifest that there are accidents inevitably occurring in this, as in all other modes of travelling, which cannot be prevented by human foresight or care, besides those which arise from negligence or incompetence. The cases which this company has relieved during the past year show that accidents do occur, and that this company has been the means of relieving (as far as pecuniary aid is concerned) those who have suffered, and who had taken insurance tickets.

Those who contribute the premium without meeting with accident, have the satisfaction of knowing that the small addition which the premium makes to the cost of their travelling creates a fund for the relief of others; and the utility of such a company is demonstrated by the number of cases which have received compensation, which, in most instances, has been made to persons in those circumstances that render the relief afforded a great assistance.

In the short period that has elapsed since the expiration of the first series of periodical tickets, so great a proportion have been renewed, that the directors are persuaded the comfort of being insured has induced the greater number of policy holders to continue their insurances, and they trust that this may be regarded as a satisfactory feature with reference to the future business of the company. The directors have to express their increased confidence in the utility of the undertaking, and their conviction, that as the cases compensated for injuries during the year will give publicity to it in a way that ordinary advertisement cannot do, the same confidence in its utility and its responsibility will be felt by the community at large. And they assure the proprietors that no effort will be spared to render it not only a useful institution to the public, but a profitable investment of their capital.

The directors cannot close this report without gratefully acknowledging the kind support and aid they have received from the directors of the London and North-Western, the Great Western, the Eastern Counties, the Great Northern, the Midland, and all other railways in the east, west, and north, working into or from those lines—having thus been enabled to establish the system, and render it as easy as possible for the public to obtain both single journey and periodical tickets at all the principal stations of the railways above-mentioned.

The CHAIRMAN said—Gentlemen, on rising to recommend your adoption of the report we have just had the pleasure to submit to you, and also of the balance-sheet, which has now been some days in the hands of our proprietors, I feel constrained to claim your usual and kind indulgence whilst I offer a few observations on the most favourable auspices under which we meet, as well as on our present position, and the future prospects of the company, which must seem to you all very gratifying. It will meet with a cordial response from all here present, when I state that to me it is most satisfactory to find such a result from our first year's experience. (Hear, hear.) Let it be understood that, in expressing this opinion, I do not limit myself to a pounds, shillings, and pence view of the question, although, financially considered, the result is satisfactory, and will probably be considered so by the shareholders present; a clear divisible surplus profit of 8 per cent. upon the paid-up capital, after paying all expenses and all claims, must be satisfactory. (Hear, hear.) It is not the intention of your directors, however, to recommend to you at present the appropriation of this balance in hand, as has been stated in the report. I would also draw attention to the great advantages afforded by this company to the travelling section of the community, in the shape of relief and compensation for the injuries that may be, more or less, sustained. There are many who may happily be exempt from these claims, but to those it must be a consolation to know that what they may contribute will be for the benefit of the few who do suffer; it is, therefore, entitled to the support of the public, on the ground of benevolence and philanthropy. Bearing in mind the various difficulties we have had to contend with in developing a new system, which requires time to make the public thoroughly acquainted with, presenting, as it does, features so new and advantageous, we may say we have happily got over the period which may be fairly considered necessary for evidence; and we now report that the system is gaining ground with the public, and is thought deserving of the approbation of those travelling by railways. This is an augur of our future success, and is encouraging to us to persevere in our exertions to render its principles of general application. We are now happy to say that, with very few exceptions, we receive the cordial co-operation of almost all the leading lines in the kingdom; and the directors have great cause for the expression of thankfulness for the degree of courtesy and accommodation they have almost invariably received from the different railway companies. (Hear, hear.) They confidently entertain a hope that, at no very distant day, although certain directors of the southern lines (as stated in our report) continue in abeyance, they will so arrange that travellers may insure for the whole journey between London and Paris, and more especially as a company has been recently established in France for the same object. (Applause.) I will add a word or two of the practical advantages of this undertaking from what I have before me; but I need only read one of the letters of acknowledgment we have had from parties receiving compensation through the instrumentality of the "Railway Passengers' Assurance Company;" it is as follows:—"I beg to acknowledge the receipt of yours, and I am happy to say that I am doing well—better than I had a right to expect after the serious accident I received; and I indulge the hope, with the assistance of Providence, that I will soon be able to return to my duty again. It is with feelings of heartfelt gratitude that I avail myself of this opportunity to return my grateful thanks to you for your kind consideration; and I beg of you to present my warmest thanks to your directors, as well as to the directors of the North-Western Company, for the liberal and handsome compensation with which both have met my case, and for the kind consideration to my family, who received 40 guineas as compensation, besides all other expenses." I beg you to give every publicity you may think proper to this communication, in the hope that it may induce other engineers and firemen to become insurers."—This letter is signed "J. Hague," one of the engineers at the Peterborough station; and I hope by the assistance of the press, his circumstance will go forth, as it must tend very much to establish this custom amongst those employed on railways. We allude with pleasure to the zeal and activity of our medical officers, whose duty it is immediately to visit the person receiving an accident, to cheer him with words of kindness, and to administer to his immediate wants. (Hear.) They have seen cases which caused deep regret, where compensation might have been obtained for poor families merely at the expense of 1d. These tickets may be taken out at any time on application to the railway clerks, who are our authorised agents, at the small sum of 3d. for 1000*l.* in the first-class; 2d. for 500*l.* in the second-class; and 1d. for 200*l.* in the third-class. I think it will be found, on inquiry, that in no few of these 34 cases which have applied for relief during the last 12 months, it has been at the trifling cost of 1d. to each of the parties, in addition to the railway fare. (Hear.) At our last half-yearly meeting, I had occasion to mention that your directors had thought it prudent to retain a certain number of the shares, for the purpose of selling them to parties who might express a wish to become proprietors, with a view of promoting the success of the company. Of that number, 3250 shares have been carefully distributed; and your directors pledge themselves to exercise the same discretion in respect to the few which yet remain on hand—that is to say, to give the preference to parties who express an interest in actively promoting the success of the undertaking. (Hear.) There is also another point to which no reference is made in our report. It may be remembered that your directors entertained the idea of seeking for an extension of powers by a new bill in Parliament; but, in the course of their negociations with the Chancellor of the Exchequer, circumstances occurred which led them to the conclusion that it would be more for the interest of the shareholders not to press that at present; so that the bill has been abandoned. Now, I have only, in conclusion, to assure you, gentlemen, that having given our gratuitious services from the first to this undertaking, we pledge ourselves to continue to exercise the same vigilance and attention for the benefit of those who have favoured us with their confidence, from the very sanguine expectation that, at no very distant day, such a return will be made to the shareholders for their capital as will justify some remuneration to those who have taken upon themselves the burden of office for the benefit of the company. (Applause.) I shall be happy to answer any inquiries, or to give any further information, on matters not contained in the report I have now the pleasure of proposing for your adoption.

Mr. LEE STEVENS made some observations in respect to the directors relaxing their custom of advertising in the daily newspapers, by which he contended that the weekly income of the company had considerably fallen off. He advised the directors to return to their former course of action, by which, in a short time, the income had been brought up to 112*l.* per week. If the directors only continued to promulgate through the press the great advantages offered to the travelling public by this company for another six months, he was certain they would not only give the shareholders a very handsome dividend, but procure for themselves a suitable reward for the great time and exertions they had devoted to the interests of the company.

The CHAIRMAN said, the directors had only endeavoured to economise the funds of the company, in deciding on a less expensive mode of advertising than that pursued by Mr. Stevens. He hoped the body of proprietors would trust the directors to do that which in their judgment was best calculated to promote the interest of the company. All their advertisements now emanated from the office; and he would say, that a gentleman largely connected with the press as an advertising agent had, with great candour, told the directors that it could be done much cheaper by themselves.

Mr. STEVENS having made some further observations, the Rev. Mr. KETTLEY thought such questions ought to be discussed at a private meeting; but, at the same time, he must bear testimony to the very praiseworthy manner in which that gentleman (Mr. Stevens) had put forward his views; and as he had disclaimed being actuated by any personal feeling, he thought the shareholders would think him entitled to full credit for his recommendation.

Mr. HARRISON (the deputy-chairman) seconded the adoption of the report, which was agreed to unanimously.

Mr. JOSIAH WILSON moved that the thanks of the meeting be given to the directors for their able management of the affairs of the company. He could not allow this opportunity to pass, without saying one word on the gratuitous services of those gentlemen, and calling the attention of the shareholders to the parties from whom they were receiving these services. He trusted the meeting would feel with him that they ought to give those gentlemen the most cordial and unbounded thanks for their exertions. The time was not far distant when they would be able to give the directors some more substantial proof of their gratitude.—Mr. NISBETT seconded the motion. He thought much had been done by the medium of their large bills, and complimented the railway clerks on the zeal they had shown in getting off the tickets of the company to travellers.—The motion was then passed unanimously.

The Rev. Mr. KETTLEY moved a vote of thanks to the worthy chairman.—Mr. STEVENS seconded the motion, which was passed unanimously.

The CHAIRMAN said he would not detain them longer than by simply observing, in the name of himself and his co-directors, that it gave them the greatest possible pleasure to receive such a vote. The directors had given the utmost attention to the interests of this company, and would continue to do so, in the hope that by the next meeting they would have a more satisfactory report, in every respect, to make to the shareholders.—The meeting then separated.

GREAT CENTRAL GAS CONSUMERS' COMPANY.

An extraordinary general meeting of the shareholders of this Company was held in the large room of the London Tavern, on Wednesday, the 3rd inst. There were upwards of 500 share holders present.

Mr. GABRIEL in the chair.

Mr. WIRE read the advertisement calling the meeting to consider the proprietory of authorising the directors, if they should think proper, to borrow under the terms of the deed of incorporation, any sum they might require not exceeding 25,000*l.*, at a rate of interest not exceeding 5*l.* per cent.

Mr. C. PEARSON said, when the Commissioners of Sewers called upon the City Solicitor to report his opinion as to the best mode of securing to the city consumers a cheaper supply of better gas, he strongly urged upon that body that great inconvenience would be experienced by the inhabitants and the public at large from the breaking up of the streets, to lay down a fresh set of mains, and that if the old companies could be prevailed upon to reduce their charge to 4s., they ought not to be disturbed; but that if they would not make the required reduction, a new company ought to be encouraged, provided they would be bound by deed or Act of Parliament permanently to secure to the public gas of a maximum quality and minimum price, with a scale of prices descending, so long as increasing consumption would warrant the reduction, after paying a fair 10 per cent. dividend upon the capital employed in the undertaking. (Cheers.) It was absurd to recriminate upon the Commissioners of Sewers, upon the Corporation, or upon him, who, as the City Solicitor, was the humble servant of that body, for the part they had respectively taken in supporting the efforts of the citizens to obtain for themselves better and cheaper gas. (Hear.) The consumers at public meetings had declared, in language not to be misunderstood, that they considered for years they had been plundered and deceived by the old companies. To whom had they to apply for redress? To the government of this country, who are too much engaged in national affairs to care for or think about the interests of the citizen? Or to the members of the corporation, who were their representatives? (Hear.) He, in his official character, had been put in motion by the Commissioners of Sewers, when they called on him to report as to the best mode of redressing the complaints of the citizens; and having chalked out a line, which Mr Crole had adopted, he felt it his duty to himself, to the Corporation, and to the citizens of London, to follow up the object with the zeal, industry, and perseverance which he trusted would always mark his character. (Cheers.) The directors would recollect that the old companies had not only refused to reduce their charges when called upon to do so by the united voice of the consumers and the commissioners, but they had actually treated deputations from meetings with contumely and disrespect; at their last conference at that time with the commissioners of sewers, they had, in the expressive language Mr. Deputy Harrison "barred and bolted the door against negociation." When the Commissioners of Sewers had by an unanimous resolution assented to the recommendation contained in his report, he had invoked the aid of Mr. Croll, an eminent chemist and a successful proprietor of extensive gas-works, to carry out the object proposed. Mr. Croll, who is a Scotchman, called to his aid the characteristic caution of his country and kin, and proposed that the success of the enterprise should be insured, not only by a subscribed capital equal to the required outlay, but by the signatures of gas consumers willing to take gas from the company at a reduced price of 4s., to an extent sufficient to guarantee a 10 per cent profit upon the capital advanced. (Cheers.) The presence of 500 out of 700 shareholders, all of them men of business, at a meeting in the middle of the day, and in the month of September, must afford the best evidence that their zeal had not abated in the good cause. He should propose, at the instance of the board of directors, the appointment of a committe of shareholders and consumers, to co-operate with the directors in applying that gentle pressure which might, perhaps, be required to stimulate tardy shareholders, or backward contractors, to discharge those duties which, as honourable men, they were bound to adhere to, totally irrespective of those legal obligations which their signed deed imposed upon them. (Cheers.) The proposed committee ought not to be interpreted into an admission that either shareholders or consumers had been shirking their responsibilities. The contrary was the fact. The company's engineer had reported to the board that the returns of the services laid on warranted the conviction that his estimates of costs and distribution would be justified by immediate experience, and that the dividend of 10 per cent. would be secured, even if the company should at once commence the supply at 3s. 4d. per 1000. (Cheers.) The directors had come to the resolution that they would commence their supply by charging the estimated price of 4s. per 1000, as originally proposed. (Cheers.) But they pledged themselves that to those consumers who opened accounts with the company on or before the 29th of the present month they would return in the following September 8d. per 1000 cubic feet on the year's consumption, provided it should prove as Mr. Croll's estimate stated, that after paying a fair dividend on capital it could be afforded at that price. Mr. Pearson then read from the daily papers the report of a statement made by Mr. Timothy Tyrrell, that the City Gas Company, having a capital of 600,000*l.*, would reduce their gas from 3s. 6d. to 3s. or 2s. 6d. per 1000 cubic feet, so as to undersell the Consumers' Company, who having a capital of only 150,000*l.* would soon be ruined in the contest. Idle and absurd braggadocio as was this declaration, it would serve to show the desperate determination of the old gas companies, as straws floating on the wind indicates the coming hurricane. (Hear.) He said the 600,000*l.* was debt, not capital. It represented the amount which it was assumed the company owed its shareholders, not the amount of a realised capital deposited in its coffers, and available for such an insane crusade against the Gas Consumers' Company, as that gentleman's suggestion proposed. (Hear, hear.) Estimating it at its real force, the effect of the two capitals upon the amount of the gas consumption of the city, it would be found that a charge of 8d. per 1000 would suffice to pay a dividend of 10 per cent. on the Consumers' Company's capital, while it would require 2s. 8d. per 1000 to perform the same office upon the 600,000*l.* so-called capital of which Mr. T. Tyrrell boasted.

Mr. WALTON moved the appointment of a committee, composed of 12 shareholders and 12 consumers, to co-operate with the directors in carrying out the arrangements with the shareholders and gas contractors.

Mr. FICKLING seconded the resolution in an able speech.

Mr. LARBY proposed, and Mr. VENABLES seconded, a vote of thanks to the directors, which was unanimously passed, as was a similar vote to the Chairman, and the meeting then broke up.

THE PROPOSED EXPERIMENTS ON DARTMOOR.

A correspondent of the *Times*, in directing attention to the proposed convict experiment, about to be tried at Dartmoor, furnishes some particulars of the locality and its immediate resources, which, as the writer has a perfect knowledge of the district, and expresses himself confident of the ultimate success of the schemes, will be read with interest by our readers.

"Without entering into any discussion respecting the end of the experiment, I will confine myself to two of the most important results, if happily they may be compassed:—firstly, the economy of the district resources; and, secondly, the self-support of the convict establishment.

"The entire area of Dartmoor is equal to about 100 square miles, and its mean height above the sea level is 1200 feet. What exact proportion of this large and exposed tract belongs to the duchy of Cornwall I know not; but that the latter's limits rarely reach to the confines of the true forest, and with few intervening patches worth cultivation, it almost entirely consists of peat bogs, varying in depth from two to 20 feet, are facts indisputable. It is proposed to reclaim, by convict labour, the forest soil, which is represented to be of no ordinary description, when properly drained and divested of the superincumbent peat moss; and, in support of the allegation, the successful treatment of it by a local and intelligent agriculturist is urged. But the gentleman alluded to enjoys advantages which, it will not be contended, would ensue to his convict neighbours. The value of additions to a capital freehold estate in immediate proximity to a moor must be obvious to any one; but, surely, such partial success is insufficient to warrant the extension at once of a scheme which shall include the cultivation of a district considerably larger than many of our English counties. The geological formation of the country, moreover, millitates against any such proposal. The moor is wholly composed of granite, which invariably yields cold, stiff, wet, ungrateful soils.

"In my own operations, independent of agriculture, I have been able to discover very few traces of a subsoil, and on the table surface, which occupies by far the greater part of the forest, none whatever exists. The labour of 10,000 men (provision, it being understood, will ultimately be made for that number at Prince's Town) may certainly accomplish something; but unless they are previously sent into a calcareous district, there to prepare and bring along with them the necessary quantum of lime, a sojourn in these inhospitable regions—if agriculture only is to be their dependence—will abundantly fulfil the desires of those who contend that punishment should be of a vindictive character. The public, doubtless imagine that by the employment of refuse labour, and by the exercise of a little ordinary prudence, an extensive but hitherto neglected tract of land may be rendered available for agricultural purposes; whereas, in reality, nearly the whole of the soil in question is utterly irreclaimable, and the little that is capable of improvement does not belong to the Crown. To introduce, therefore, an overwhelming body of convicts upon speculation, who shall supersede the honest and legitimate workpeople of the neighbourhood, cannot but tend to deprive the latter of their just expectations, and possibly drive them to commit infractions of the law, if only to obtain similar advantages.

"The only valuable resources of Dartmoor at the command of the Crown are the minerals and peat, both of which are inexhaustible (or tantamount to it), and might be turned to admirable account, without, too, infringing on any private prerogative. The existence of minerals cannot be disputed; ancient shafts are not unfrequently exposed, the courses of tin streams everywhere abound, and the innumerable hillocks of refuse testify to the magnitude of our forefathers' workings. Submit the mines to public competition, and let the Government authorities guarantee convict labour for working the setts, under proper superintendence, at a given figure—sufficient for the convicts' support and also incidental expenses—no very serious objection, I apprehend, could be urged by the mining operatives, who are chiefly located on the borders of the Devon and in the adjoining county. The turf may be raised, carbonized, and readily sold for agricultural and sanitary purposes. Charred peat is infinitely superior to wood charcoal for such uses, and may be produced at one-sixth the cost of the latter. The process of charring is simple, the material to be reduced superabundant, and labour the only expense. A sufficiency of pure carbon to deodorise the sewage of London and other large cities would be a boon, indeed, to the public; and those who taint the moral might very appositely be made to preserve the purity of the natural atmosphere."

RAILWAY DOCKS.—At the meeting of the Sunderland Railway Docks, the report stated that since their opening in June, a large number of home and foreign vessels had availed themselves of their facilities, and that to accommodate the traffic in coals the York, Newcastle, and Berwick Railway were about to construct their Pensher extension, connecting the docks, which have cost upwards of 200,000*l.*, with the main line. At the meeting of the Sutton Pool Docks, on the 30th, connecting with the Great Western Railway, the report showed that 25,000*l.* had been expended in improvement and on the new quay, and that negociations were in progress with the Great Western Railway for a branch from their line to the docks. A dividend of 17s. 6d. per cent. for the half-year was declared. The new docks just projected in connection with the Vale of Neath Railway, at Briton Ferry, are estimated by Mr. Brunel to cost 45,000*l.*, of which sum about 15,000*l.* is said to be subscribed.

RAILWAY CALLS.—The amount of railway calls for the month of September is 561,355*l.*, against 865,054*l.* in the corresponding month of last year, 2,625,936*l.* in 1848, and 4,161,934*l.* in 1847. The total amount for the nine months ending September of the present year is 9,617,096*l.*, against 16,654,215*l.* in the corresponding nine months of 1849, 28,378,955*l.* in 1848, and 33,843,013*l.* in 1947.

OXFORD AND RUGBY.—Capt. Symonds, the Government inspector, having, with Mr. Brunel, gone over this extension line of the Great Western Railway as far as Banbury, it was opened between Oxford and the latter place yesterday, with four trains either way, calling at Aynho, Heyford, and Woodstock.

THE "NOVA MOTIVE."—A new mode of propulsion is being demonstrated at the Polytechnic Institution, consisting of a series of carriages, carrying along with them a flexible tube, air-tight. This tube has a series of slide-valves, entirely under the care of a guard, who, by levers, has perfect control over his train. Along the whole line of railway is laid a pipe, in connection with which a series of pistons are fixed between the rails, intended to receive the tube above-mentioned in its passage. In these pistons are atmospheric valves opening into the fixed pipe, which is always kept exhausted, so that when the train passes over the pistons, the slide-valves in the tube are opened by means of inclined planes communicating with the levers, which levers are raised up on the train passing—the atmosphere existing in the tube to supply the vacuum, and the train is impelled by external atmospheric pressure. The invention is by Mr. Weston.

The electric telegraph has been established between Vienna and Cracow. On the 26th August, a despatch was received from Cracow by the Minister of War in five minutes.

CHANCERY REFORM.—At the last meeting of the London Chancery Reform Association, the council unanimously elected Charles Egan, Esq., the Chancery barrister, president of the society. Mr. Egan, we may add, was the author of an excellent series of papers, under the signature of "A Voice from Lincoln's Inn," on the delays in the English Court of Chancery, published in the *Mining Journal* on the 6th and 20th April, and 29th June, 1850.

THE COST-BOOK SYSTEM.

In last week's Journal we gave the particulars of a cause, recently tried in the Stannaries Court, as to the liability of a transferree whose name does not appear on the cost-book as an adventurer. The trial being one of considerable importance to adventurers in mines conducted on the Cost-book System, and, the judgment of the Vice-Chancellor containing much valuable information, we are induced to give it in detail.

The VICE-WARDEN said, the question was whether the plaintiff (who is purser of Wheal Henry) had any reason for compelling defendant Johns to pay the cost on a share which has always stood, and still does stand, in the name of defendant Treleaven. "Before I enter on that question, I will notice that the plaintiff in his petition states that by the laws and customs of the Stannaries, the transferree of a share is bound to accept the share, and to notify his acceptance to the purser, for the purpose of having the transfer entered in the cost-book. Granting that this be so (though no evidence was given of this assertion, and I do not see why the vendor and the vendee may not arrange between themselves that the vendee's name should not appear, but that the vendor may retain his share apparently, and be subject to the purser's calls), the question still remains, has the purser any concern in the transferee's negligence? The purser is to look to him whose name is on the cost-book. If he is required to look beyond, and notice equitable shareholders, he will be involved in difficulties which may be found greatly to impede the known duties of his office. So again, the plaintiff states in his petition, that he has called on both defendants to deliver to him notice of the trasfer, and that both have refused so to do. If that be so, it would seem to follow that both are content to allow the thing to remain in its present state; and if so, it is difficult to conceive how the purser can interfere, or how the defendant Treleaven, whose name is still by his own consent (according to this allegation of the plaintiff) on the cost-book as an adventurer, can defend himself against a suit for payment of costs, or why defendant Johns should be called on by the purser. Let it, however, be assumed that the petition does not contain this allegation of the refusal of both defendants to enter the transfer on the cost-book; and let it be assumed that what appeared on the hearing to be the fact, was plainly stated in the petition—that Treleaven owing Johns money, agreed to transfer to him by way of security, Johns thereupon having a power of sale, and undertaking to pay the back costs due at the time of the agreement between himself and Treleaven. Let it also be assumed that Johns made it known to the purser, that he had the transfer, and that he had agreed with Treleaven to pay the back costs; and that though he has been asked by the purser and Treleaven to pay those costs and enter himself as owner, that he has not done so. Let all this be assumed, I still think, though it may greatly affect Treleaven, because he, so long as his name is on the cost-book as an adventurer, is liable for the costs, yet it furnishes no reason for the interference of the purser, on the ground just stated. For a long time the mining of this district has been beneficially carried on and promoted by a system of accounts known as the Cost-book System, the chief, or at least one of the chief features of which is that the purser shall keep a register of the actual adventurers of the mine, in a way that the fact of their being adventurers may not only be known by that register, but may be proved thereby, or by documents in the purser's custody. Thus the purser should at the first, take care to procure the very signatures of the several adventures, which are their respective admissions that they are adventurers. If an adventurer transfers a share, the purser should procure a memorandum from the parties, either on or affixed to the cost-book, that the one has transferred and the other accepted the share. In these cases the handwriting of the party need only be proved, on any question arising as to who is an adventurer. That is the safest and easiest proof, for it proves on the admission of the party himself. If it is neglected (I am now speaking the experience of almost every one in this court), there is a long process of proof as to such adventurers, of acts done by them, very often ambiguous, and very often, perhaps, wrongly applied. But if you have the handwriting of the parties, either in the regular list, or as accepting the transfer, there never can be any doubt, except so far as may arise as regards proof of handwriting, the easiest proof that is supposable in a court of justice. Such a system of accounts and book-keeping has always been advised by me as the means of preventing doubt and litigation, and of encouraging confidence, as well amongst the adventurers as amongst those who might, or who wish to have connections and dealings with a mine. For it may be observed, that a mining adventure, as carried on in this district, though it may have many features of an ordinary mercantile partnership, and be liable, therefore, to many rules of law applicable to such partnership, yet it has this important difference, that its shares may be transferred, as well by act of party as by act of law, to persons unknown to the other shareholders. Hence there is, and always has been, a special reason why there should exist correct lists of adventurers. Of late years there have sprung up throughout the kingdom, large societies for the purpose of carrying out undertakings far beyond the powers of individuals or ordinary partnerships. The shares in those undertakings being transferable as in a mining adventure, the Legislature has enacted that there should be made, for the public inspection, authenticated lists of the members of such societies. But because such lists did exist in Cornish mining adventures, supposing them to be properly carried on, the Act, which imposed great obligations on those other societies, exempted from its operation mines conducted on the Cost-book System. If, therefore, such a mode of book-keeping were at all times expedient, it may be said that now, since that leg slative exemption, it is necessary; that now the mining cost-book, so far as it relates to its list of adventurers, is of public importance, and perhaps (it will be observed that not being now required to decide this point, I speak guardedly), in some degree, of public right, so far as not being altogether exclusively for the use of the adventurers; but whether this be so or not, there is every reason why this court should uphold the faith due to the cost-book list of adventurers; and if a person who by his own act is on such a list, may be readily held exempted from the liability of an adventurer, or a person not thereon may be readily subjected to such liability, that faith will be greatly and inconveniently shaken. In the case now before the court, I can perceive nothing in fact or in law by which Treleaven, whose name remains on the cost-book, should be exempted, or by which Johns, whose name has never appeared on the cost-book, shall be subjected to the purser's petition. The purser represents the body of adventurers, and has no more rights or equity than they have. What right can they have to interfere between the transferor and the transferee of a share, so long as they have on their list a regularly registered adventurer, who is consequently liable to contribute with them to the costs of the adventure? It may be quite true in this, or in any case of transfer, that there may be disputes and breaches of contract between the parties thereto, furnishing to one or the other valid grounds of redress in a court of law or equity. To this the other adventurers are not privy, or concerned therein, as they (I repeat it) have a liable contributor on the list of adventurers. Probably the disputes that appear to exist between the two defendants regarding this transfer, and the right that defendant Treleaven may have against defendant Johns, and the obligations that may have been incurred by Johns as against Treleaven, may have been assumed by the plaintiff to give him this situation in this court, when in truth the only parties, the only disputants are the two defendants, both of whom are in this suit on the same side. But then it may be said, what course can parties to a transfer adopt when such disputes exist? How shall one obtain his profits—how shall the other relieve himself from mining costs, as the case may be, if this sort of remedy be not allowed? I am not required now to answer that question. It is enough that I should decide that I can see no reason why the purser, the agent of a body of adventurers, should interpose; and it may be further observed, if such interposition were allowed, and the prayer of the purser be conceded, the real disputing parties might in regard to their disputes or claims, be left in a very unsatisfactory state; but though I am not required to decide more than the case of the purser before the court, I will venture cautiously, in the hope of directing attention to points affecting the mining interest, to observe that there appear to me to be three classes of persons who may be considered in respect to those points—the adventurers, the mining creditors, and the parties to a transfer. I now decide that, where the name of a person is by his own act on the list of adventurers, there is no reason for any of them to look beyond such list. That is the case of adventurers. The case of the mining creditor is too important to be spoken of, save when it is actually before the court, and I will therefore pass it by, content with observing that his adherence to the recognised list is so convenient, and generally so free from objection, that a departure therefrom must be justified by strong considerations. Then follows the third case, the case of parties to a transfer, which may be readily spoken of; for some such cases have already in principle been decided when applications have been made to this court for directing a purser to substitute in the cost-book the name of one person for that of another, as the owner of a mining share. If the vendor should refuse to transfer, not only has the vendee his own remedy by withholding the purchase money till the transfer be made, but he may have a legal or equitable remedy, by which he is enabled to perfect his title. If, in the interval of litigation, a vendee so situated should acquire a right to the accruing profit of a mine, the very phrase "acquire a right," implies that he has some remedy, the particular mode of which need not now be discussed. If the vendee should refuse to acknowledge a transfer, though in such case the vendor has not a remedy in his own hands, by withholding purchase money, yet it may be now said, without danger of prejudice, that he has a remedy here, as well by compelling the acceptance and entry of a transfer, as in recovering any damage he has sustained; while his name, contrary to good faith in the vendee, has remained in the cost-book as an adventurer, whereby he may have been subject, among other things, to the calls of the purser. The case just supposed is in truth the case now before me. If there has been any breach of contract by defendant Johns in his dealings with defendant Treleaven, respecting the share, and if thereby the latter has sustained damage, it may form a subject of litigation between them as antagonist parties in this court, but cannot now be decided when both are defendants, and when the plaintiff, as purser, has a sufficient remedy against the real owner of the share. That remedy is sufficient, because Treleaven has been by his own act on the cost-book as an adventurer and is not now substituted or known as such for the first time. Had this negociation between him and Johns never existed, he would have been from the first the sole object of the purser's suit, and such he still is, no thought or regard being had to any other; for he from the first has been, and still is, the real owner of the share,—not so much because the dealings between him and Johns do not appear at present to justify any decision regarding their effect (though that is an ample reason), but because his name as an adventurer is still on the purser's book, and he has not taken any steps as plaintiff, by which he can remove his name therefrom, and substitute the name of another. The petition must, therefore, be dismissed as against Johns, with costs, for I can see nothing therein which should exempt from the ordinary rule of costs following the event, and it must stand *ex confesso* against Treleaven, that he pay by the day named by the court. In conclusion, let me repeat what never can be said too often, that a correct and readily provable list of adventurers on the cost-book is the most convenient for promoting the success, and, perhaps, under the present law, is necessary for enjoying the privileges of a mining adventure."—The court was then adjourned generally.

THE ASTURIAN MINING COMPANY.

THE THIRD INTERIM REPORT OF THE COMMITTEE OF INVESTIGATION, APPOINTED AUG. 30, 1849, TO THE PROPRIETORS OF SHARES IN THE ASTURIAN MINING COMPANY.

It is unnecessary here to discuss any question relating to the execution of the contract for the disposal of the company's property, or the recent meetings respecting the same—to the resolutions whereby it has been attempted, contrary, as we contend, to law and propriety, to supersede the functions of the board of directors and liquidators and annul the powers of this committee, or to the proceedings which have resulted. These matters are before a tribunal where undue influence cannot operate; and we have resolved to take no part in the proceedings of the majority who have been parties to such illegalities, until we have obtained an adjudication upon them. We may be permitted, however, to observe that, manifestly, nothing but the fear of an exposure of the full truth—to the elucidation of which it was found we were fast approaching—could have given substance to the design of terminating the investigation, because we had undertaken to carry it on at our own expense. We know enough of the position of the individual who was the mouthpiece of the proposal, to satisfy ourselves that he was merely the exponent of those most vitally interested. Considerable stress has been laid upon the lapse of time since our appointment, but this is amongst the many wilful misrepresentations which have been brought to bear against the committee. The undeniable fact is, that until after the 16th of April last, the investigation had not seriously begun. Previously, the time of the clerks employed was almost entirely absorbed by the correspondence and other extra duties of the liquidation which the regular clerks were not competent to discharge with their usual routine. This can be proved by the entries in the diaries.

Since the date just referred to, unceasing attention had been devoted to the inspection of the accounts; nevertheless, the obstacles to a satisfactory comprehension of the transactions, and to the completion of an effective balance-sheet, were so numerous as to preclude the possibility of making a final report within the limit of time proposed. The total absence of a proper classification and separation of accounts; the frauds, omissions, and irregularities in the existing accounts; the suppression of evidences (amongst others the vouchers relating to the deposits, and 1st and 2d instalments); the incredible explanations which have been offered in some cases; the impolicy of placing the least faith in any statement relating to the affairs without documentary corroboration; the fabrication of books, and many other difficulties, combined to render the task painful, arduous, and most tedious. It might have been supposed that the labour of a former committee would have simplified ours. We beg to refer to our first report, which explains the views of three of the parties to the report of 20th October, 1848. The fourth member of that committeee was its chairman, and the author of its report. Gentlemen, we cannot abstain from the expression of our unanimous opinion, that whoever was the director of that investigation he did not do his duty, for he had sufficient materials before him to denounce fraud and irregularity in the dealings of certain parties, unless he wilfully shut his eyes to the facts, or was, to say the least, deficient in the quality of commercial intelligence. That report, instead of facilitating us, increased our mystifications, and as to the trustworthiness of the accounts annihilated every confidence which otherwise the character of certain members of the board would have ensured for the past management. On perusing the documents laid before that committee, we found that they had evidence before them to show that quicksilver, to the value of 2793*l.*, had been disposed of, without a single corresponding entry in any of the company's books, either here or in Spain, and it so stands to the present day. Could we be otherwise than distrustful on every point, when we discovered so serious a direlection? Our firm conviction is, that had the former investigation been as searching as we have endeavoured to make the present, we should not now be placed in the dilemma of contemplating bankruptcy, or of parting with our property on terms, in many particulars, worse than those which were designated, on the occasion of Mr. Biré's contract, as most unconscientious, on the part of the proposers, and to the company ruinous.

For an example, we give the following illustration of the obstructions which accumulated in our progress. After the 16th April last, and it may be said at a very late period, the clerks arrived at a journal entry in the account of one of the directors, which could not be explained by the books and vouchers anteriorly supposed and repeatedly alleged to represent the entire details of the transactions. A book, till then withheld, was for the purpose produced, which, independently of the peculiar feature which justifies the epithet of *fabricated*, supplies a strong confirmation of certain suspicions of fraud, long before conveyed by hints to the committee, and which can be only satisfactorily examined where legal evidence may be enforced. Gentlemen, this book purports to consist of entries running from so early a period as September, 1843. It was written on paper with the water-mark of 1845, and by a clerk not employed till December, 1845; and we have reason to believe that it was made up at a much later period. Besides, the accounts in it bear a totally different complexion from the corresponding columns of the ledger. Again, the share book, which pretends to show the progressive issue of shares from the 17th May, one of the most important subjects for consideration, is written *currente calamo*, upon similar paper, with the water-mark of 1845, and there can be little doubt of its subsequent fabrication. We may add another item—9000*l.* and upwards were remitted to Spain in 1844 and 1845. This comparitively large sum was passed over by the then auditors, without a single voucher of expenditure. But, if it was stated, in answer to our inquiries, that the explanation was given by the entries in the Spanish Journal. When we came to test the value of that assertion, we ascertained it to be without the least foundation; because the first entries of that Journal were received in the London office long subsequently to the audit of the account in question; and were never, in fact, submitted as vouchers upon any of the audits; whilst the corresponding period in the Spanish *Ledger* covers a false credit of nearly 600*l.* to the board of directors, to sanction which there is no journal entry whatever. Again, we find these same auditors authorising (so it is entered in the books over which they had controul) a gross and unpardonable fraud, in entering to certain accounts items which could not by any misapprehension be represented under the headings to which they were transferred. We mention such circumstances as by no means the most important of the many justifications for doubting every entry and representation unsupported by unimpeachable evidence. Certain information has been presented to this committee to lead to the apprehension, that the facts connected with the purchase of the Santo Firmo Mines would disclose an almost unparalleled case of fraud. Offered to the directors, as they were, some time before, at about 2000*l.* their cost stands in our balance-sheet at 8980*l.*, of which it would seem only 4000*l.* was paid to the vendor. Into whose hands the residue passed, it would be premature to say; but the statement goes much further—to allege that a contract prior to the date of the deed of transfer had been made between certain parties for their private benefit, when the project of the North of Spain Railway gave a fictitious value to these mines; that they were not transferred to the company till the scheme became abortive; and that when they were so transferred, they were found to be absolutely worthless, for which reason, the directors gave a further sum for the purchase of other mines, being the only productive workings at the present time. And, although one of the directors at the last meeting of the shareholders gave a flat and solemn contradiction to the existence of any frauds, yet our chair man pledges himself to prove, and we credit this assertion, that he will not only substantiate more than he at first charged, but furthermore, that the very person who so sensitively repels the imputation of guilt, has stamped some of these frauds with his signature and concurrence; and amongst other most unjustifiable acts he sanctioned, as has been asserted, a credit of 350*l.* to a lady for attendances as director, when it was apparent that no qualification of even the party in whose favour indirectly the sums were voted, existed to justify so ludicrous and discreditable an application of the company's funds. We also trace to him the sanction of a transaction of his predecessor, the first deputy-chairman, the character of which the law reprobates as fraudulent, and which we mean to make the subject of inquiry; and if the result shall justify it to reverse an arrangement, adroitly covered by a resolution of a general meeting, but which being obtained by misrepresentations is voidable. In fine, can any one who heard the deliberate announcement of the company's having 47,000*l.* worth of quicksilver ore, actually in sight, requiring only the process of reduction—forget that the statement received credit and currency from the character as a geologist of the individual, and diverted the shareholders from what would have been a wise determination—to dissolve the company, or forget that it turned out as mere moonshine, as the more modern promise of a 30*l.* premium on our shares is likely to be.

Still the cases of objection and suspicion we give here are by no means the most grave of the charges and suspicions arising from our inspection of the company's affairs. It would be futile to enter fully into the grounds of accusation, inasmuch as many points are incomplete, and we must defer our final report, the place for such a statement, until we shall be afforded an uninterrupted opportunity to conclude our investigation. Yet it may satisfy some, who are not subject to peculiar prejudices, to be referred to the petition presented in the Court of Chancery, and to the affidavits filed in support of it, in which some of the prominent and undeniable charges are stated on oath, and substantiated, notwithstanding an attempt to contradict them. With respect to the prudential motives actuating the parties to the resolution intended to obstruct the committee, we have said that the desire to conceal the truth has dictated their course. It is for them an unhappy delusion, for it must lead more certainly to exposure and even to more serious consequences, the minority being determined, irrespective of all other considerations, to vindicate their rights. Had the powers of the committee been left undisturbed, sufficient satisfaction might have been obtained by reference to arbitration, as arranged at the meeting of the 25th September, 1849. As to the utility of the powers confided to us, we may confidently appeal to past results. The modifications made by the supplementary contract of the 1st of July last, are concessions undeniable due to our opposition, which thereby effected a saving of several thousand pounds, of which others have assumed the credit. Nay, if there be any value in those documents, it is due to the committee, assisted by the honourable exertions of the present chairman, Mr. Cunningham, whose endeavour to sustain the company's credit was pre-eminent. For it cannot be denied that when others slunk away, or attempted to evade their responsibilities, the plans of the committee alone preserved the company from bankruptcy, and conduced to the present results. It must also be in the recollection of all the shareholders, that the Count de Becdelièvre, in August, 1849, gave notice of a claim for upwards of 3000*l.*, for 1-18th of the produce of the La Eugenia Mine, prospectively, and the value of 105 shares, all which has been frustrated by this committee—notwithstanding the admissions and representations of certain officials, which would have saddled the principal portion of such claim upon our already insufficient resources. We are, therefore, encouraged to persevere, in defiance of factious opposition and clamour, in the proceedings which will, we implicitly believe, achieve the most important objects in ascertaining the true condition of the company's affairs, and which, we trust, in the end will obtain for us the approbation of every honourable man among the shareholders. In the meantime, we must be content to bear the odium and calumny by which our interested opponents endeavour to defeat our efforts to obtain justice for ourselves and fellow-shareholders. But we caution the independent proprietors against associating themselves with certain parties, affected by the charges of fraud, in any resolution intended to interefere with the petition, which has for its object solely the just and legal administration of the assets of the company. We repeat, that such is the sole object of that proceeding.

(Signed) R. MOORE, Chairman.

August 26. T. G. LOWDER; M. FORRISTALL; JAMES SCOTT.

MINERAL WEALTH OF AMERICA.

Further discoveries of gold continue to be announced from various parts of America, and though in many instances these dazzling accounts must be received with circumspection, still the actual existence of the precious metal in many quarters where such a discovery was never expected, is placed beyond a doubt. The *Cambria* steamer, just arrived, brings what appear to be authentic details of the discovery of gold in the copper region at the north-west. The *Lake Superior Journal* announces that it has been shown a piece of quarz rock from the neighbourhood of the Lake, which after being thoroughly tested in several ways, was proved to contain several dollars' worth of pure native gold. The metal shows itself in particles disseminated through the quartz, the largest of which, judging from the appearance, weighed more than a dollar. Parties in the mining country are stated to have discovered several rocks of this description, of which the fragment in question was a surface specimen. This is not, however, the first discovery that has been made of gold on Lake Superior, as geologists have detected it in several instances; and the late Dr. Houghton expressed a confident belief that gold would be found in considerable quantities. The Journal above referred to, after disclaiming all disposition to start a "golden humbug story" at the north-west, and expressing a conviction that the copper and iron proved to be in existence and in operation will be of more permanent and lasting wealth to the section and to the whole country than even a rich gold mine on Lake Superior, proceeds to mention a hope that this gold-bearing rock will be throughly tested and analysed, and the country explored more fully, with a view to further discoveries of the precious metal.

We have already had occasion to intimate an opinion that our American brethren, allured by the more tempting prospects offered by California, have not paid attention to the sources of mineral wealth which lie within their own immediate territory, and which are daily brought to light, especially in the southern states of the Union. This neglect is more particularly apparent in the case of Illinois, the southern part of which state contains mineral treasures of almost incalculable value. It is stated by parties well acquainted with the district that the little county of Hardin contains iron ore enough to construct the great Pacific railroad 50 times over; and that the adjoining counties of Gallatin and Salina could furnish the state with coal for 1000 years. Several other countries are also rich in coal. Pope county has mines of iron which are of a kind easily prepared for the furnace, being brown hæmatite. In Hardin county are also found solid bodies of lead ore, which is almost pure galena.

Another mineral of great importance is zinc, which is found in great quantities in this region, and frequently in the same mine with the lead. The ore is that called "zinc blende," being a sulphuret of zinc. A credible correspondent states that he has seen this ore lying in such quantities at a single spot, that a large steam-boat could have been fully loaded with it. At one point, only half-a-mile from the Ohio, it occurs in the same pit with lead, though in a separate body, immense blocks of pure chrystallised ore, weighing, in some instances, a ton each. The art of reducing this ore, by a cheap process is unknown in the country, except to a very few persons; and this ore has been chiefly used for making brass, by fusing it with the ore of copper. There cannot be the least doubt, however, that on the spot it might be made very profitable, being far more valuable than lead. It might be made especially valuable for the preparation of "zinc white," a carbonate of zinc, which will probably supersede white lead altogether as a paint, as it is equally durable with lead as a colour, and does not turn yellow as lead does, besides being free from the poisonous qualities posessed by preparations of lead, which render its effects upon the workmen who use it so hurtful. This locality is also interesting to the mineralogist, as there are found ores of antimony, arsenic, copper, cobalt, and cadmium, though none of these are in any considerable quantity. There are also (in Pope county) large beds of very pure lithomarge, or rock morrow, an interesting mineral, which is very rare in the country.

CALIFORNIA.—A rapid trade appears to have arisen between Australia and California; while the Australian colonies are perpetually crying out for female immigration, it appears that numbers of the fair sex are being transhipped from thence to San Francisco. Money at that city is so scarce, that nearly 100 per cent. interest has been paid for it; as this system of trading cannot be considered sound, it is anticipated that there will shortly be a general break among the bill drawers and money lenders, as people sell drafts at an unusual sacrifice. Gold dust to the value of about $1,000,000 had been dispatched by the last advices to New York, together with a block of ore, composed of quartz and gold, which weighed 193 lbs. The Gold Lake diggings, where it was stated that, although the metal was coarse, a man might make $500 per diem with the greatest facility, has turned out to be false, and all those unfortunates who went on this wild goose chace have returned weary, penniless, and crest-fallen. Some parties had found at the "Jem Crow" diggings, between the north and middle forks of the Yuba river, a lump of gold and quartz, weighing 30 lbs. From the analysis, it was ascertained that the lump contained about 23 lbs. of pure gold; $10,000 had been offered for it, but the owners intended returning to the States, in order to exhibit it; it was being shown in Sacramento, at the rate of 50 cents per head. At or near Sonora, according to one account, not a miner could lie down at night, with an assurance that the morrow's sun would not find him a victim to the assassin's knife. Twenty men had been murdered in a fortnight. The assassins were suspected to be bands of Chilians and Mexicans, aided by Indians, and life and property were in a most insecure state. Several new diggings had been discovered, and there appeared no present probability of a decrease in the production of the precious metal.

A NEW CALIFORNIA.—Advices from Texas furnish some striking and characteristic details of the preparations which are in progress in all parts of the state for a grand expedition to the gold region, which has just been discovered in Northern Texas, not far from the ruins of the ancient city of Gran Quivira. Gold mines are credibly stated to have been discovered in many localities all along the great chain of mountains extending from the sources of the Arkansas and Platte rivers, by Santa Fé to the Rio Puerco. Immense excavations are shown along the feet of these mountains, and the ruins of large cities would appear to indicate that these mines were once worked by thousands of people. The geographical formations of this region are stated to be so similar to those of the gold regions of California, that the two appear to be identical, and contain similar deposits of the precious metals. These facts having been made known throughout Texas, appear to have caused quite a ferment amongst the population, and the local papers say that they "should not be surprised to find that the emigration to the gold region of Texas in the ensuing autumn, should exceed the emigration to California."

LAKE SUPERIOR COPPER.—The arrivals at the Sault Ste. Marie continue very large. The week before last the Cliff Mine sent down solid masses, as follows: one piece, 4470 lbs., 4096 lbs., 4000 lbs., 4286 lbs., 4300 lbs. Every piece weighs two tons or more. The Minnesota Company sent down masses as follows: 4726 lbs., 4050 lbs., 3400 lbs., 2465 lbs. The schooner, *Spartan*, passed Detroit lately with 114,000 lbs. mass copper. On the 4th inst. the *London* brought down 100,000 lbs. in masses, mostly from the Siscowit mines.—*Balt. Sun.*

GOLD IN CANADA.—The *Quebec Chronicle* says:—"We know that 20 or 30 men have for the last month been steadily at work in digging and mining for gold at the Chaudiere gold mines, and that a good deal has been discovered. Great hopes are entertained that valuable copper will be found in Inverness. If works were established there they would materially benefit that section of the district."

SOUTH AUSTRALIA.—News, *viâ* Melbourne, to the 16th May has been received. The mining interest at Adelaide is in a flourishing state, and the total proceeds of copper mines during the last 4½ years are estimated at 592,252*l.* Gold washing has commenced with sufficient prospect of success to stop emigration to California. Experiments have been made on the sands from the bed of the Unkaparinga, a stream south of Adelaide, with a newly-invented machine, capable of washing from 25 to 30 tons per day. Two ounces of gold were obtained from 160 lbs. of sand. Very promising indications of coal have been met with on the south side of Kangaroo Island.

Accounts from Valparaiso state that the discoveries of silver at Copiapo are becoming every day more numerous and important, causing a great demand for workmen. The town was improving very much, and ere long will become a formidable rival to Valparaiso.

We learn from Algeria that an adventurous settler has been engaged in an exploration of the mountains between Jemmapes and Philippeville endeavouring to trace the existence of a gold mine which a former inhabitant of the neigbourhood, lately deceased, was reported to have discovered.

RICH IRON ORE IN AMERICA.—A few days since, says the Mineral Point *Tribune* of July 12, we were shown a specimen of ore brought from Black River, Crawford county, the quality of which surpasses any iron ore we have ever before seen. So pure is it, that it is thought, by good judges, that smelting furnaces will be unnecessary for obtaining the pure metal, it yielding about 90 per cent. The amount of ore is said to be very great, it covering at least 40 acres. Other veins have been discovered near by, and, if our informants are not very much deceived, this discovery is very sure to add much to the already extensive mineral wealth of Wisconsin. Specimens have been sent to experienced ironmasters in the east, who pronounce it of a superior quality. An abundance of timber and water-power is near at hand for carrying on furnaces; and as it is near navigable water, it must very soon become a source of profit to the enterprising gentlemen who have surveyed and located the land, for the purpose of erecting iron manufactories at no very distant day.

NEWLY DISCOVERED METAL.—According to a paper read before the Stockholm Academy of Sciences, a new metal has been discovered by M. Ulgren, and has received the name *Aridium*. This substance is found principally in the chrome-iron ores of Reoras. Its oxides show some analogy to those of iron, but may be distinguished from them by several re-actions. Thus, with prussiate of potash, a solution of the peroxide gives, indeed, like iron, a dark blue precipitate, but on adding excess of the prussiate, it passes into a dirty green. Metallic aridium has not yet been obtained.

Mining Correspondence.

BRITISH MINES.

ALFRED CONSOLS.—The lode in the engine-shaft sinking under the 70 fm. level is still its usual size, and without change since the last report. In the 70 fm. level, east of said shaft, we have seen the north part of the lode, 15 ft. in length, and its width is 4 ft.; in the western point it has a promising appearance. We have suspended further operations on this part until the winze sinking from the 60 fm. level is communicated to the 70 fm. level; the men are directed to drive east in this level, where the lode is quite 4 ft. wide, and worth for copper 60*l.* per fm.; this we hail with great pleasure, as it has every appearance of lengthening eastward. The lode in the winze sinking under the 60 fm. level east is not so good as last reported, owing to its being just on the point of the splice in the lode. We have just commenced sinking Wyld's shaft under the 40 fm. level. There is no other change to notice since the last report.

BEDFORD UNITED.—There has been no lode broken down in the 103 fm level east since last report. The lode has been occasionally touched on the south side, and appears equally good as when last taken down. Andrew's winze is down to the 115 fm. level, and the men have commenced cutting ground for plat. The lode in the stopes in the back of the 103 fm. level is without alteration—viz., worth from 2 to 3 tons of ore per fm. The lode in the 90 fm. level is yielding about 3 tons of ore per fm. We are rising by the side of the lode in the 80 fm. level. In the midway level the lode is much the same. We weighed at Morwetham, on Friday last, June ore, 117 tons 7 cwts. 2 qrs., and sampled July ores, computed 120 tons (21 cwts.).

CARTHEW CONSOLS.—The lode in the 75 fm. level end north is from 2 to 3 ft. wide, looking very well, considerably improved since my last report, and produces very fine copper; the lode in the south end in this level also looks very well indeed, and bids fair soon to be another such an end as that above, which I shall hereinafter notice. I find no particular alteration in the north end in the 65 fm. level; but in the south end in this level the lode shows well, beyond anything we have ever had an opportunity of witnessing in this mine before; and the further we open upon it the better it shows, from which I feel confident we shall have a long continuance; and a back of 10 fms. long of such a lode (which I doubt not we shall soon get), worked by four men only, would enable us from its produce to pay the whole cost of the mine. The middle shaft is now sunk near 8 fms. below the 48 fm. level—the ground in which is good; and the lode, which of late has been rather in a compressed state, is much improved; a winze is now being sunk about 20 fms. south of the middle shaft, wherein the lode still goes to confirm the great importance of this as well as the north part of the mine. The tribute pitches look very well, from which we have this week been getting better lead work than at any former time—in fact, it is all but marketable when brought to surface. Our ends have been, and will be, for a few days entirely suspended, whilst the sumpmen are engaged in preparing the shaft for the reception of the steam whim kibbie, which I hope will be in action the whole of next week.

COMBLAWN.—Our engine-shaft is now down 15½ fathoms, and the old shaft is getting much smaller; consequently, we have more ground to cut away, and raise the price to 8*l.* per fm. I mentioned in my last that we had got down to another level, which I now find is driven about 10 ft. on a cross-branch of soft spar and fine spots of lead, and I have not the least doubt of there being a great improvement when it intersects the lode.

DEVON AND COURTENAY.—We have cut the lode in the 60 fm. level, but have not yet cut through it, therefore I cannot tell how large it is; the part which is thrown open is about 18 in. wide, composed of spar and killas, spangled with copper ore, but not worth saving. We have a very kindly lode in the winze sinking on the south lode under the 50 fm. level; it is composed of prian, with a large proportion of felspar, peach, and mundic, with spots of rich copper ore, and I think from its character we must be near a bunch of ore, the ground above the lode being also very favourable for ore. The engine is working well, and the shaft and pitwork in good order.

DYFNGWM.—In the 32 fathom level, east of engine-shaft, the lode is very promising; and, although we are at present driving in the flookan part of it, where it is much disordered, we often meet with good stones of lead ore. From the favourable indication that presents itself in the level above (the 22), we may very soon expect to find the lode regular and compact, and well charged with lead ore; in the 32 fm. level, west of engine-shaft, the lode is full 4 ft. wide, made up of clay-slate, carbonate of lime, quartz, and lead ore, carrying a leader on the south wall 6 in. wide, nearly solid lead, and a flookan on the north part of the lode about 9 in. wide. From the appearance of the lode in the bottom of the 22 fm. level, under Tudor's stopes, we may reasonably expect a good course of lead ore—in fact, there is no doubt of it. As soon as we have cleared the 22 fm. level, both east and west of engine-shaft, we shall commence sinking on to a 42 fm. level, and open ground in that level both east and west as fast as possible. At Castle engine-shaft the lode is full 7 ft. wide, impregnated with lead ore; we intend sinking on to a 20 fm. level, cut through the lode, and then drive on its course. From the appearance of the lode in the adit level, and in the shaft, and taking into consideration the congenial strata that abounds in this part of the sett we may, in fact there is every reason to expect a good lode for lead in depth. In the dressing department, since the wet weather has set in, we have been able to get on favourably with washing the lead ore. We have about 4 tons now ready to be taken away to the shipping port. We have also commenced clearing up and collecting the blende (black jack) on and about the ore floor. We shall have several tons of this mineral for sale in a short time.

EAST BALLESWIDDEN.—We are getting on very well with our new wheel, the wheel-pit is nearly complete, and we are cutting the ground for flat-rods and bob-pit. There are six men clearing up a winze under the adit level, and have come down to a level in which we can see 10 fms. long; nearly all the ground about here is worked away. The old men must have had a fine lode of tin here, and we expect to find good tin ground in the bottom, which we shall soon see.

EAST CROWNDALE.—At the middle shaft there has been nothing done on the lode since last reported. The sumpmen have been employed altering the pitwork. In the 40 fm. level, east of the middle shaft, the lode has been taken down, producing good saving work, varying from 3 to 5 ft. wide; in the same level, west of the middle shaft, the lode is large and tinny, but not rich; this level, from east to west, has been driven about 30 fms., which has laid open fair tribute ground. We have set stopes this pay in the back of the above worth 10*l.* per fm.—stoping price, 2*l.* per fm.; likewise six tribute pitches—average tribute, 7*s.* 8*d.* in 1*l.* We intend sampling at our usual time July and August tin, calculating on from 13 to 14 tons. On the whole, we are proud to state that the mine is improving, and, ere long, will become profitable.

EAST TAMAR CONSOLS.—The following is the report on the operations during the past month, and the present state of the mine:—In the 70 fm. level, north of Furzehill shaft, the lode is about 18 in. wide, composed of capel and can, with a branch of ore 6 in. wide, good saving work. In the 60 fathom level the lode in the north end is 3 ft. wide, worth from 6 to 7 cwts. of ore per fathom. Caroline's shaft has been sunk 7 fms. 2 ft. during the past month; the lode, on an average, has yielded 6 cwts. of ore per fm., and it is now worth full that quantity; it is 4 ft. wide, very tender, being composed principally of gossan and can; we purpose sinking another 3 fms., and then drive north and south on the course of the lode. In the 21 fm. level the lode in the south end is 4 ft. wide, composed of can and gossan, worth, on an average, 5 cwts. of ore per fm.; this end has been extended 13 fms. 4 ft. 3 in. during the past month; it continues to be very easy for driving, the present price being 12*s.* per fm. Church-lane shaft is cleared 3 fms. below the 26 fm. level, and the bottom of it reached; we find the lode has been stoped away, south of the shaft, up to the 26 fathom level, but in the north end there is about 8 ft. in height still standing, and this ground will yield about 8 cwts. of ore per fm.; it appears that formerly they did not drive regular levels, but sunk 2 or 3 fms., and then stoped away the lode. In the bottom of the shaft the lode is also worth 8 cwts. of ore per fm.; we shall, therefore, commence to sink on the course of it as early as possible. In the 21 fm. level (before called the 26), north of Church-lane shaft, the lode is large, worth 5 cwts. of ore per fm. The 26 fm. level south is cleared and secured 90 fathoms from the shaft; we find the lode in the back has been but partially taken away, and there is a good deal of profitable ground still standing, which is now set on tribute to three pares of men, at an average of 10*s.* 6*d.* in 1*l.*; this level corresponds pretty nearly with the 36 at Gullett's, which we are now clearing, and expect to effect a communication in the course of this month. Gullett's shaft is cleared 11 fms. below the 36 fathom level; it has become very small, and we expect we are nearly to the bottom of it; the men are now engaged to cut it down to a proper size, fix the lift, and make all secure to the present depth; the lode has been stoped from both ends of the shaft, but we cannot as yet get in to see to what extent. The clearing of this part of the mine has so far proved very satisfactory, and there is every reason to hope that further researches will be attended with good results. The tribute department is looking better than for some time past, and there is every prospect of our being able to increase the returns. The next sampling will, I think, exceed 70 tons. Our operations at Church-lane shaft have so much increased lately, that we find it difficult, expensive, and tedious to keep away the stuff with horses. We are, therefore, erecting stands and pulleys, so as to bring the steam-whim engine at Furzehill to bear on it, which will effect a very considerable saving.

ESGAIR LLEE.—Our setting was on the 21st August, of which the following is an account:—The deep adit, west of the junction on the caunter lode, by four men, 3 fms. stent or the month, at 5*l.* per fm. The 12 fm. level, east from the surface, on the caunter lode, by six men, 5 fms. stent or the month, at 4*l.* per fm. The stopes in the back of the deep adit, between Owen and Morgan's winzes, by six men, 8 fms. stent or the month, at 50*s.* per fm. The stopes in the bottom of the 12 fm. level, east of Owen's winze, by six men, 8 fms. stent or the month, at 2*l.* 10*s.* per fm. The stopes in the bottom of the 12 fm. level, west of Owen's winze, by six men, 8 fathoms stent or the month, at 2*l.* 10*s.* per fm. The stopes in the back of the 12 fm. level, east of Harding's winze, by six men, 8 fms. stent or the month, at 1*l.* 15*s.* per fm. The stopes ditto, west of Harding's winze, by six men, 8 fms. stent or the month, at 2*l.* per fathom. The caunter lode in the deep adit, west of the junction, is looking more promising, being 3 ft. wide, and will, on an average, yield from 4 to 5 cwts. of ore per fm. The caunter lode in the 12 fm. level, east from the surface, was never looking more promising, being 3 ft. wide, and yielding on an average from 10 to 15 cwts. of ore per fm., and is evidently running to the north of Morgan's winze. This not only adds a new feature to the concern, but is also a most material improvement to our prospects going to hill, and it is now very probable that we have not yet seen this lode in the deep adit, east of Owen's winze, but we must not lose sight of this object; I think we shall be able to prove it in the course of six or eight weeks. The lode in the stopes is much the same as in my last, and will, I think, on an average yield about half-a-ton of ore per fathom. We sampled on Thursday, the 29th August, 25 tons of ore. On Sunday morning, the 25th August, we were visited with a most terrific flood, such as was scarcely before remembered; it rained incessantly for 24 hours, carrying away fields of wheat and barley into the sea at Aberystwith, and, notwithstanding our mine being situated so near the summit of the hill, I regret to inform you that it has done us much damage by washing away the north wall of the slime pits and the western wall of the dressing floors, and, as near as we can judge, 4 or 5 tons of ore.

GREAT SHEBA CONSOLS.—Our engine-shaft is down 4 fathoms. The foundation of the smiths' shop, material and account-houses, are cut. The wheel-pit is commenced, and the lobby in course of bringing home—in fact, there is not a moment lost, and every care and caution is taken to make every shilling do its work. We are up with the rise in the back of the adit about 10 fms., and can rise no further for want of air. I have set the men to sink from the surface to hole to the rise, which is about 4 fms.; this I hope will be completed in the course of a week. We shall then have about 14 fms. of lode in the back of the adit to take down; and if the lode continues as in sight, it will pay well, although nothing of great importance can reasonably be expected so shallow; but we are almost certain to get a large mass of copper in depth.

HEIGNSTON DOWN CONSOLS.—The lode in the 45 fm. level, east of Victor's winze, is much as last reported on. The 35 fm. level east is also without any important alteration; the rise in the back of this level will produce 2 tons of good quality ore per fm.; the winze sinking below this level produces good saving work for copper ore; the cross-cut south, as also Hitchins's shaft, is without alteration.

HENNOCK.—Our engine-shaft is now down 2 fms. 3 ft. under the 10 fm level, the ground favourable for sinking. I hope we shall hole the winze in about a week from this time.

HOLMBUSH.—No lode has been taken down in the 132 fathom level east or west of the point of horse (or cross-cut) since last week; we are driving in the country by the side of it, the wall of which is every thing we could wish for, there being a thin coating of mica on it, which has never failed heretofore in proving a good lode when removed. In the cross-cut west of the great cross-course, and close by it, in this level, we have intersected the lode, and find it to be 12 in. wide, and will produce from 2 to 3 tons of ore per fm.; we are also busily engaged in preparing every thing necessary for sinking Hitchins's engine-shaft below the 120 fm. level, and shall also set the 132 fm. level cross-cut to drive south towards it, and when under it to rise against it, so as to make the communication as quick as possible, and endeavour to effect it by the time the lead lode is cut at the 132 fm. level; we shall then be in a good position for keeping away the stuff (both copper and lead), as well as continue the shaft to the 140 fm. level, before cross-cutting to the flap-jack lode south, which is dipping towards the shaft; also the main lode north—not forgetting it will likewise prove the depth of the ironstone floor more satisfactorily than at present. The branch in the 120 fm. level cross-cut south, we opened on last week, is very small, poor, and dipping south; we have, therefore, resumed the driving of the cross-cut south, and there is more water issuing from the end than we ever saw before, which denotes the lode is before us, and not at a great distance; the men are pushing it on vigorously, and are promised a reward when it is intersected (and especially if a good lode). The lode in the 130 fm. level south is 5 ft. wide, composed of quartz and stones of lead. There has been no lode taken down in the 100 fm. level east of the great cross-course, on the flap-jack lode, since last week; we are driving by the side of it, in a beautiful killas stratum, and such a wall to the lode as we could only desire. The pitches in the back of the level are still yielding a fair quantity of copper ore.

KIRKCUDBRIGHTSHIRE.—The lode in Stewart's shaft is improving a little for lead this week, yielding about 9 cwts. to the fm., and the ground becoming softer for sinking. The lode in the 62 end west has also improved in appearance, and now yields 5 cwts. to the fm. The men are still engaged in casing down the new shaft. We intend shipping another cargo of lead next week.

LLWYNMALEES.—The engine works uncommonly well, forking the water in the mine at the rate of 9 ft. per 24 hours, a result never obtained with the water-wheel; of course, it will not fork at this rate as the water approaches the 8 fm. level, as then it will have a much wider and longer pool to draw from; even then I have every confidence of forking from 7 to 8 ft. of water per 24 hours; we shall, I think, be in fork to the 8 fm. level by next Friday, Sept. 6, and by the 13th I hope we shall be in fork to the 14 fm. level, and on or about the 17th the mine will be all clear from water, barring hindrance. We are at present using very little steam, and doing good duty; the pressure of steam on the piston is not more than 4 lbs. per inch. We have been picking over the stuff by side of western winze for the last three days, consequently we have not added to the quantity of clean ore since last report. The pool is full of water; when the water is out of the mine we shall be in a good course of working in every department.

PENNANT AND CRAIGWEN.—The western stope is still rather poor, but is improving. Next month I shall commence another stope from the shaft, which, I have no doubt, will turn out a good deal of ore, as we have a good course of ore along the bottom of the present stope. The eastern stope is still the same, producing 2 tons per fathom, and we stoped 3½ fms. during the month. I have let No. 4 adit for 8*l.* per fm., to drive into the eastern shaft; we have about 9 ft. more to drive. The water-wheel is all complete, and also the crushers. The engineers are now putting up the raff-wheel, which I expect they will finish next week. If I have the timber early next week for the launders, we shall be able to crush ore for market before the middle of September.

ROCHE ROCK.—We have fixed the rods to the lower stamps' wheel, and have put down in the engine-shaft a lift 10 fms. of 8-inch pumps, which is now drawing up the water nicely. The shaft is down nearly 10 fms., and we have to-day let to the men again 10 fms. more at 4*l.* 5*s.* per fathom, and we hope soon to be 20 fms. down. The engine is nearly all brought up, and the engineman will prepare to-morrow to heave up the bob. The masons are getting on with building the stack very fast—it will be up before the engine is quite ready. Everything is now going on as briskly as possible.

SOUTH TAMAR CONSOLS.—The engine-shaft is sunk 1 fathom below the 112 fm. level, the tip-plat cut, and all made complete for the men to recommence sinking; the lode is 3 ft. wide, with a good branch of lead 6 in. wide, and the whole yielding saving work. In the 112 fm. level, the lode in the south end is 2½ ft. wide, easy for driving, and worth 7 cwts. of ore per fathom; it has been more productive during the greater part of the month, and will in all probability become so again in the course of a few days. This level is now extended nearly 20 fms. from the shaft, all in highly profitable ground, and, as yet, whole to the 100 fm. level; in the north end, in the 112 fm. level, the lode is 4 ft. wide, about 2 ft. of which is good work; it is a very promising lode, and likely to improve as we advance. This level has been driven about 13 fathoms from the shaft, through ground that will set at a moderate tribute, and be very profitable. In the south end, in the 100 fm. level, the lode is 2 ft. wide, easy for driving, and worth 9 cwts. of ore per fm.; this end has been driven 7 fms. 4 ft. 9 in. during the past month, and opened very good tribute ground; in the north end the lode is 4 ft. wide, and worth from 6 to 7 cwts. of ore per fathom. This end is rather tight and troublesome, and the men were hindered by a run from the back, which took some days to clear, so that they have not made much progress during the month. In the 90 fm. level the lode in the south end has been gradually improving, it now yields a little ore; the can part of it is about 18 in. wide, letting down a good deal of water, and there is every appearance of its becoming profitably productive in a short time—in fact, we are in daily expectation of a favourable change. The 90 north is cleared 17½ fms. from Glynn's shaft, and from appearances we are led to think we shall soon reach the end, and get into whole ground. In the 80 fm. level the lode presents the same appearance and indications as in the 90 fm. level; it has produced some fine stones of ore, but not much saving work as yet. The pitches generally are looking very well, and have yielded more ore than at any former period, and there is no doubt about our being able to increase our returns. We are obliged to suspend all operations in the 30 fm. level, as we cannot profitably return the work from it until the stamping machinery is completed, and we are incommoded by want of space to deposit it. The masons have commenced building the new engine-house, and I hope to get it roofed in before the wet weather sets in. All the machinery is in an efficient state and perfect order, so that we have had no hinderances or accidents of any kind whatever.

SOUTH WHEAL TRELAWNY.—We have opened a few fms. north and south of the cross-cut in the 60 fm. level, on a branch 6 in. wide, composed of spar, mundic, and spots of lead, when we first commenced; but at present at both ends it is small, and without lead, which has induced us to extend the cross-cut a few fms. further west in this level, hoping the main part of the lode is still before us. The lode in the 50 fm. level north is 20 in. wide, composed of spar, mundic, flookan, and spots of lead, with a pretty deal of water issuing from the end. We have suspended this level for the present, and have removed the men to costean that piece of ground opposite Pool Hall House, to prove if there be any lode there, or not, previous to resuming the 50 fathom level cross-cut further east.

TRELAWNY.—At Phillips's shaft, in the 82 north, the lode is 2 feet wide worth 8*l.* per fm. In the 62 north the lode is 2½ feet wide, worth 11*l.* per fm. At Trelawny's shaft, we have cut through the lode in the 92, which is 2½ ft. wide, worth 9*l.* per fm., and we have commenced to drive north and south on its course. In the 82 north the lode is 4½ ft. wide, worth 10*l.* per fm.; in the 82 south the lode is 2 ft. wide, worth 7*l.* per fm. In the 72 north the lode is 2 ft. wide, worth 6*l.* per fathom. We have commenced a winze in the bottom of the 82, near Trelawny's shaft, where the lode is 3 feet wide, worth 8*l.* per fm. At the north mine, Smith's shaftmen have not yet commenced to sink, not having completed the preparatory work quite as soon as was anticipated, in consequence of a few unforseen hindrances, but we expect they will by to-morrow. We intend to sink this shaft 5 fathoms, and commence driving at this point to communicate with the 55, north of Trehane, and continue this level north instead of the 50. The rise in the back of the 68, north of Trehane, is suspended for the present, in consequence of an accumulation of stuff, by reason of Trehane engine lately being idle, to put down their lifts, &c., and they are now busy drawing their own water, &c. Our stopes are looking usually productive.

TRELEIGH CONSOLS.—On Christoe's lode, the 100, west of Garden's, is suspended for the present. The men will sink a winze below the 90. In the 90 fm. level, west of ditto, the lode is 3 ft. wide, worth 10*l.* per fm.; in the stopes above the 90 fm. level, east of Harris's winze, the lode is 2 ft. wide, worth 20*l.* per fm. In the 80 fathom level, west of the cross-cut, on the north part, the lode is 18 in. wide, with stones of ore; the 80 fathom level, east of Christoe's shaft, is set new. In the 70 fathom level, west of Garden's shaft, the lode is 2 ft. wide, worth 5*l.* per fm.; in the winze below the 70 fm. level the lode is 3 ft. wide, worth 5*l.* per fm.; the stopes above the 70 fm. level, east of Stevens's winze, are suspended; in the stopes, west of ditto, the lode is 2 ft. wide, worth 12*l.* per fm. On Parent lode, in the 52 fm. level, east of Parent engine-shaft, the lode is 2 ft. wide, not much ore. In the 40 fm. level, east of ditto, the lode is 3 feet wide, with stones of ore; the 40 cross-cut, south of ditto, is driving to cut the middle lode. On middle lode, the adit, east of Nicholson's shaft, is suspended. The men will sink a winze below the adit next week. The winze below the adit, east of ditto, is new.

WARLEGGAN CONSOLS.—There is no alteration to notice in the north part of the mine since I last wrote. In the south adit our progress is very slow in getting through a troublesome run. The trial shaft is sinking very favourably, and I hope shortly to be able to communicate from this shaft with the adit. We have discovered to-day a very rich branch of tin in the trial shaft, about 4 in. wide. This part of the mine is altogether of a most promising character, and I have made arrangements for getting down this shaft with all possible dispatch, after which I hope shortly to be laying open some profitable ground.

WELLINGTON.—The cross-cut in the 50 fm. level is driven north of the engine-shaft 5 fms. 3 ft.; and I expect in about a fortnight to see the lode in this level. In driving north in the 42 fm. level, west of the said shaft, we have intersected the north part of the engine lode; it is about 18 in. wide, composed of spar and mundic, promising for copper; in this level, east of Parcoily's shaft, the lode is 1 ft. wide, worth for copper and tin 10*l.* per fm.; the best of the ore ground is still 17 fms. east of this level, where I hope to commence sinking a winze very shortly. The lode in the 32 fm. level, east of the said shaft, is 14 in. wide, poor. The lode in the 10 fathom level, east of the western whim-shaft, is 8 in. wide, worth for copper ore 5*l.* per fm.; we have just commenced sinking a winze under this level, 23 ft. east of the said shaft, and the lode is 2 ft. wide, good for copper, worth 18*l.* per fm.; the lode in the 10 fm. level, west of the above-named shaft, is 15 in. wide, worth for copper 8*l.* per fm. Since the north part of the engine lode is cut in the 42 fm. level west, we have resumed the sinking of the western whim-shaft under the 10 fm. level; the lode is 2 ft. wide, looking very kindly, and promising about 1 ton of copper ore per fm. I think from the appearance here the water is drained several fathoms below this level; the lode in the adit level, east of the said shaft, is 15 in. wide, having a most promising appearance, and producing a small quantity of copper ore. In the same level west, in my last report, it was stated that the men were driving south to find the main part of the lode. Yesterday, it was intersected; it is now about 1 ft. wide, composed of spar, with a little copper ore. I am quite sure this is wholly a new lode; and am glad to say that the ground opened, both on tutwork and tribute, is looking well. There is no change in any other part of the mines.

WEST WHEAL JEWEL.—The 85 fathom level, west of Williams's cross-course, on Wheal Jewel lode, is unproductive. The 70 fathom level, west of ditto cross-course, on the same lode, is unproductive; the lode in Trewoek's winze, in the same level, has not been taken down in the past week. The 57 fathom level, east of Hodges's cross-course, on Tolcarne tin lode, is worth 25*l.* per fm.; ditto west of ditto cross-course, on the same lode, is worth 40*l.* per fm. The 30 fm. level winze, west of Quarry shaft, on the same lode, is worth 8*l.* per fm. The shallow adit level, west of Tregoning's shaft, on the same lode, is worth 10*l.* per fm. The stopes in the back of the 12 fm. level, west of Pryor's winze, on the same lode, are worth 13*l.* per fm.; ditto in the bottom of the same level, east of Tregoning's shaft, are worth 28*l.* per fm.; ditto east of Tregoning's winze, in the same level, are worth 24*l.* per fm.; these stopes are working on tribute.

WEST WHEAL VIRGIN.—We are driving the bottom level east by three men, lode 12 in. wide, rich for tin, the back good tribute ground. Driving the bottom level west by three men, lode 18 in. wide, all saving work for tin, and all the backs will work on tribute.

— *August* 29.—We have driven 6 feet in the eastern and western ends, and the lode is looking large and strong; we have broken about 30 sacks of good tinstuff during the past week, which is at the surface. We sold on Monday, 26th August, 5 cwts. 3 qrs. 10 lbs. of tin, at the rate of 55*l.* per ton, being the produce of 3 fms. of ground which was last sunk in the engine-shaft, and the lode is looking well.

WHEAL ARTHUR.—This week several men have been set to work to clear the adit levels, and drain the mine. This adit has been driven about 300 fms., at a depth of 50 fms., and will, when re-opened, admit of several tribute pitches being worked on the silver-lead, as well as the copper lodes. The ores thus raised will pay for erecting any machinery required to work the mine. Several reports have been received at the offices of the company, in addition to those of Mr. E. Hopkins, C.E., and Captain Spargo, all of which are highly encouraging.

WHEAL CREBOR.—I herewith send you the result of our setting on Saturday:—The lode in the 24 is not yet cut, as soon as it is I will write you; the price of driving this cut is 5*l.* 5*s.* per fm., stent 1 fm. The 12 end, by two men and two boys, price 4*l.* 5*s.* per fm., stent 2 fms.—a promising grey lode. The 40, west of Rundle shaft, by three men and a boy, at 3*l.* 15*s.* per fm., stent 3 fms.—a promising grey lode. In the adit, west of Rundle shaft, the lode is not yet cut; it is driving by two men and two boys, at 5*l.* 10*s.* per fm., stent 1 fm. A cross-cut east of the great cross-course, at Gill shaft, by one man and a boy, stent 2 fms. at 2*l.* 15*s.* per fm. Most of the tributers have one month more; there are but two whose time is out, one at the 12 fm. level, and one in the 24 at Cock shaft; the latter has taken his at 14*s.* in 1*l.*, the other has not yet. The other pitches in the 24 at Cock shaft, as well as one in the back of the 40 at Rundle shaft, would set, if their time was up, for 10*s.* or 11*s.* in 1*l.*, these pitches are so much improved; their time will be up at the end of September. I have set another pitch at Rundle shaft, in the back of the adit, to two men, and one in the old mine at Cock shaft, in the back of the adit, to two men, both at 15*s.* in 1*l.* Of the ore at grass I shall give the quality and quantity as near as I can in my monthly report. The result of the costeaning, with any other alterations that may take place, shall be sent in my weekly report, along with the monthly report on Wednesday, and all particulars you request.

— *Sept.* 4.—There is a little alteration in the ends since my last; those driving on the lodes are looking well; the cross-cuts have not been driven far enough to see the lodes. In the 24 cross-cut the whole of the ground is impregnated with copper ore; by its appearance the heave is not great. The tribute department in general is looking well for an old mine. The tributers' ore is dressing; it will require from three to four weeks to dress what was raised in part of July and August; it could be dressed in less time, but I do not wish to employ more hands on the floors than will keep the work going as it is hauled to surface; after this we can keep the ore dressed close up to the time of sampling. You have the prices of the tutwork, &c., set on Saturday, in mine of last Monday's date. The estimate, as near as I can judge of the quantity and quality of ore at surface, you have in the monthly report (24 tons). The engine, pitwork, and drawing machine are in good working order; the crusher and stamps will be completed to-morrow. The cross-cut at Gill shaft is to ascertain the heave of a large strong lode that has been seen at the west of the great cross-course, but not to the east. All the heaves in this mine are what is termed right-hand heaves; I have cleared and seen the heaves in different places, and our different lodes here, and I find it a general case. I think it necessary to open north on the surface, to see some parallel lodes at Kelly shaft, before commencing to drive the cross-cut referred to.

WHEAL FRANCO.—We have a surveyor on the mine, who is engaged in making a map of Franco and Massey jointly. I am glad to say we are getting on well with the lobby; we have driven, since your last visit, 65 fms., which will leave about 85 fms. more to drive. We are using every means in order to get it completed as soon as possible, and on your next visit I hope the new map will be completed, and also the new water-wheel. The mine is looking much as for some time past, except the 32 fm. level, driving east of Spargo's shaft, towards Wheal Massey. At this point I am glad to inform you we have some improvement; the lode in this end is 5 ft. wide, much larger than it was in the level above; it is producing about 3 tons of ore per fm.; the quality of this ore is better than it is in the western part of the mine.

WHEAL HAMLYN.—We have driven through the lode, and at the bottom of the shaft we have commenced to drive east on its course, and, by driving in this direction we shall get out of the limestone altogether. We have driven about 2 fms. on the course of the lode, about 16 ft. up from the bottom of the shaft, in a very soft part of the lode, where there is a large quantity of mundic, and a great heat coming therefrom, which satisfies me there is a large mass of copper ore very near. We have driven about 3 fms. on the course of the same lode, where it is equally hot, and the stones as they are broke are quite hot. These indications are most assuredly sufficient to satisfy me we are not far from a large deposit of copper ore.

WHEAL MAY.—Last Saturday morning I was very much pleased to find we had cut into the lode under the cross-course discovered in our engine-shaft, which is very kindly, and containing fine stones of yellow and grey ore, with beautiful white sparry prian and iron, than which there cannot possibly be better indications for a quantity of ore near. By sinking a few fathoms more we shall have opened a good and lasting lode, for in discovering this ore we have cut a very large stream of water, which flows so freely from both the lode and the cross-course, that it is quite useless to try and keep it without a small engine, which I hope you will not delay in getting erected. I cannot do anything more in the bottom of the engine-shaft without the engine. I have sent you a box of specimens, which I have taken from the bottom of the engine-shaft; every person to whom I showed them before I closed the box, quite agree with me that no new mine ever produced such favourable specimens, for they are splendid indications of what the lode will be. You will likewise find a stone of gossan from the lead lode at about 3 fms. depth; no man ever saw a finer proof, that in sinking a few fathoms deeper we can almost depend on reaching a good course of ore. I hope the specimens will satisfy all parties, for there are surely rich lodes near by in both the east and west workings. Wheal May never looked more favourable.

WHEAL PENHALE.—In the 40 fathom level south we have since my last taken down the lode for about 9 ft. in length, and a gradual improvement in it is seen, and from an indication which we met with yesterday, I am led to suppose that there yet remains untouched another and more important part of the lode to the east, which we shall commence driving in quest of on Monday. The lode in the north end of the 30 fm. level looks very well; it is from 5 to 6 feet wide; in reporting on the south end in this level of late, I have not been able to give you that encouragement I could have wished, from the lode having been poor and in a disordered state; but now I am pleased at being able to inform you, that we have in it the best lode that has ever been seen in the mine, though many of the company have seen very good work from the different levels, but nothing equal to the production of the present end; this improvement was met with on Thursday week, and is in the right part of the mine, as we have here a great length on the lode; it is in this place about 2½ ft. wide, about two-thirds of which is solid lead, and what makes it yet the more valuable is the very easy ground about it, which is very much like that at Carthew; this will prove to you that we must not stop our ends, because we meet with a poor place in the lode. The lode in the north end of the 20 fm. level continues to appear, and produces well; it is about 4 feet wide, yielding very good work. The tribute is without much change in any department, and the engine doing very good duty.

WHEAL TRESCOLL.—We have still real good work for tin in our backs in the 20 fm. level; our bottom end, driving east, is not so good as it has been; the lode has been disordered this past week, but is getting much better, though I cannot say that we are driving on the main part of it, as there is a large leader going south, with a fine course of tin; we are pushing this end as fast as possible, to get under the flat-rod shaft, to get it holed to the 20 fathom level; the end at this time is about 4 or 5 ft. behind the shaft. I have put a pare of men to sink this shaft to the 20 fm. level, and hope it will be holed in the course of a month. After this is done, we shall sink this shaft to the 30 as quick as possible on the course of the lode, as the ground is very fair about the lode, and will save driving a cross-cut to cut it; this shaft is the nearest to the large course of tin gone down below the 20 fm. level, more than 30 fms. in length, and I have no doubt we shall cut the tin in this shaft before we get to the 30, as the tin is lengthening in going down. We sold, last sampling, 4 tons 7 cwts. 2 qrs. of black tin; the best quality made 60*l.* per ton; the amount of money of sale 311*l.* 1*s.*; this is five weeks' getting, from eight heads of water-stamps. Our shaftmen are preparing to begin to sink the main engine-shaft; we have ordered the lift of Mr. Thomas, of Charlestown, and shall have it on the mine next week. Our large stamps we shall put to work on Saturday next, with eight heads attached, and the remainder we shall get ready as quick as possible; then we shall be able to make regular profits. We have cut a large lode in our south cross-cut, but cannot say much about it as yet, not having cut through it; but the wall looks well, and has got tin in it.

The following report has been received from Mr. Evan Hopkins:—

August 24.—This is a tin mine, situated near the northern margin of the St. Austle granite, between the Rocks Tin Mine and Lanivet. There are several lodes in the sett, but the present workings are confined to one lode. A shaft has been sunk to the 26, and levels driven in the 10 and 20 on the course of the lode and branches. On the east side of the shaft the lode is intersected obliquely by an elvan, near which, and for many fms. in extent, is a fine rich branch of tin, dipping east from the 10 fm. level. The tin is in a beautiful crystalline state, and there is every indication of the lode holding good to a considerable depth, especially in the neighbourhood of the elvan, on the east side. I should recommend the immediate sinking of the shaft to a greater depth, and driving east to open out the above branch. By these means, and by economical stamping and dressing arrangements, strictly attended to in a business-like manner, this mine may be brought to a profitable state, and may be made as good a tin mine, to the extent of its capabilities, as any in the country. Capt. Webb paid me every attention, and showed me everything worthy of note, underground and on the surface. On my return to London, I shall feel happy to enter into further particulars.

WHEAL ZION (CALSTOCK).—The following reports have been received in reference to this mine, from Capt. J. Phillips, of the Bedford United Mines, and others:—"I have inspected Wheal Zion Mine, and sett, and from the general appearance of the lodes, many of which carry excellent gossan on the backs, and the character thereof as laid open in the adits, and different points of operation, I feel confident that the mine, if judiciously and effectually worked, will prove a good concern. The strata are very congenial, and precisely similar to that of the district. The deep adit, which has been driven from 200 to 300 fms., at an immense outlay, is a great advantage, as it will admit of the north and south lodes being worked at a moderate cost."—Capt. P. Roskelly, of Gunnis Lake Mine, says: "I have twice inspected Wheal Zion, and from the indications, and character of the ores and gossans therein, I may say there is every probability of her becoming a dividend-paying mine."—The following is from Capt. William Bice, of Wheal Brothers Mine: "Agreeably to your request, I have inspected Wheal Zion. The sett is very extensive, and the strata good. The lodes are large, and composed of strong gossan of the first order; throughout, the indications are of an exceedingly favourable character for productiveness. There are several copper lodes, and silver-lead lodes, which certainly enhance the value of this property, and I consider the mine deserving a spirited trial, and then, in my opinion, it will amply compensate for the outlay required for development." On reference to the plans of the mine, which may be seen at the offices of the company, it will be seen that the lodes which have been proved, are as follows: 1. Two champion lodes, producing large rocks of fine gossan, which have been worked in Two champion lodes, producing large rocks of fine gossan, which have been worked in Wheal Russell, the mine adjoining.—2. A caunter lode, 3 ft. wide, containing prian, gossan, and yellow copper ore.—3. A large lode, 4 ft. wide, of a highly promising character, which has been worked in the George and Charlotte Mine, on the east, and produced thousands of tons of copper.—4. Two lodes nearly close together, varying from 1 to 6 ft. wide, and may be seen in conjuction in the shallow adit from 8 to 10 feet wide, yielding fine gossan, and at the deep adit, rich copper and silver-lead ore.—5. Two lodes, close to each other, 3 to 4 ft. wide, and may be seen from 8 to 10 ft. wide in the deep adit, producing copper and rich silver-lead ores. The deep adit level has been driven on the course of these lode 280 fms., at a depth of 50 fms. from the surface, leaving the silver-lead lode untouched all the distance; the lodes running north and south are supposed to be the Beeralston silver-lead lodes. In addition to these, there are several other lodes of a very promising character. The ores can be shipped from the mine into the vessel, and all the materials conveyed by water; there is a spacious quay at the end of the deep adit, which will save thousands of pounds annually in the item of carriage alone.

WHEAL BOCHAN (St. Just).—The steam-engine was set to work on Saturday, the machinery being of a superior character to that formerly in use. The work has been well executed under an efficient workman. It is confidently hoped that the mine will be in full exploration in a few weeks, under the vigorous efforts of Capt. John Carthew.

FOREIGN MINES.

COPIAPO MINES.—Mine report, dated Copiapo, June 26th:—

Copper Mines.—Checo.—In the 30 fm. level, to the east of Harman's shaft, the lode is 4 ft. wide, and from 15 to 18 inches of which is ore of superior quality. In the 20 fm. level, to the east of Harman's shaft, the lode is large, and although not so rich as we could wish, still it continues to give ore of good quality. In the winze sinking below the 30 fm. level, to the west of Harman's sh ft, we have a very fine looking lode, and it is producing some good ore—regarding this place, my expectations are high. The stopes, both in the back of the 20 and 30 fm. levels, are looking much the same as when last reported on, and still continue to give ore of good quality.

San Pedro.—During the present month we have done but little on the south lode, having concentrated all our force to open ground on the lode in the old mine. We are driving the cross-cut on the Manto by two men, which is nearly parallel with the old workings above, and of which I have in former reports advised you of. We have also commenced sinking in the above-named old workings with two men, where we have a pretty lode, yielding ores of first-rate quality. When we have formed a communication here, which we hope to do in two months from this time, I think we shall be in a fair position to increase our returns.

La Compania.—Our prospects here are improving; for in driving the bottom level, east from the shaft, the lode is 18 in. wide, of very rich quality ore; and in the winze now being sunk from the level above, we have a good branch of ore, 15 in. wide. This has proved a good piece of ground, and the backs, when taken away, will produce a fair quantity of ore.

La Reyna.—At No. 1 shaft we have done but little in the present month, having all our men engaged in the other labores, both of which have, and still continue to produce ore of a rich character.

Produce at Checo Mine for May		*Tons*	28
„	San Pedro „		12
„	La Compania „		10
„	La Reyna „		8—58

Flamenco.—Since your visit here, on the 17th, we have began to put things in order, by repairing the ranchas, clearing up the watering places, &c., and hope in a short time to be working with some spirit. I hope you have intelligence from Santiago of the port being habitated, and that we may shortly commence clearing the road from this to that place. I am fully satisfied that, when the port is opened and the road cleared, many, very many, copper lodes will be discovered, which will prove beneficial to the company.

Silvee Mines.—Al fin Hallada.—In this mine, I am happy to inform you, our prospects are good, and, although our levels are not so rich as when I last wrote you, yet we have a fair prospect of doing well for a considerable time to come. In the 5 fm. level, which for the present is suspended, we are sinking a winze, where the lode is 1 ft. wide, of good ore. In the 10 fm. level the lode is 2 ft. wide, and, though not rich, it is producing ore of an average quality. I may say the same as regards the 15 fm. level. In the 20 fm. level we have a lode 2 ft. wide, rather poor at present; but from the ore from the level above, we may expect this level to be rich again in a short time. In driving the level below, of which I advised you in my last, and which we will now name the 25 fm. level, we have a lode 2 ft. wide, very rich. We have also a large lode in the pique below, which is giving some beautiful stones of white silver. The present quebra we calculate will give from 27 to 28 cajons (of 3 tons each), of ores of about 200 mes. the cajon.

San Jose del Carmen.—I said, in my last letter, that we were somewhat improved here; that improvement, I am sorry to say, is very slow, still I think we are not looking worse than we have been for some time past, and we continue to take out a little low quality ore.

Mercedital.—In the new shaft, which is down about 13 fms., the lode still looks well, and at times shows some silver, with a channel of ground quite congenial for a rich lode. In the 25 fm. level, now being driven towards the shaft, we have a fine master lode, 2 ft. wide—this is one of the prettiest lodes, without exception, that I have ever seen. In each of the other labores we have a large lode, and from each we occasionally get good stones of ore.

Carmen Alto.—We have sunk the chiflon about 12 fms. below the 22 fm. level, in which the lode is small, and we have for the present suspended it, and put the men to work in the upper part of the mine, where we are breaking some low quality ore. We have in each of the cross-cuts intersected another branch, but still suppose the lodes to be before us.

Santa Ana.—Here we still continue to sink in two chiflons; in each we have a very kindly lode, and which gives a little ore of low ley. We have also commenced the driving of a cross-cut from this to a lode a few fathoms to the west, and we hope before the end of the coming month to find not only the lode, but a good bunch of ore.

Colorado.—In sinking the chiflon in the bottom of the 20 fm. level, we have a fine looking lode, with a beautiful channel of ground, and we think shortly to fall in with some of the cross branches which we know to be before us; these branches we hope will change our lode, and give us a good course of ore. In driving the 20 fathom level to the north, we still have a lode 18 in. wide, with good ground for driving, and we expect in a short time to intersect the east and west lode before us, and which, if we may judge from analogy, will considerable improve our appearance here—I like this very much.

Gold Mines.—Descubridora de Oro.—In driving west we have a lode 9 inches wide, and producing some good gold ores, better than I have before seen here. In the eastern level the lode is about the same size, and producing a small quantity of ore. Agreeably with your request we have had two cargas (7½ cwts.), returned at one of the native Maquinas here, and it has given a ley of 2 lbs. per cajon. This I consider very well, especially so when we take into account how much is wasted at these places. I am confident had we a little establishment for the returning of our own ores, this mine would pay very well, nay, give good profits.

Santo Domingo.—In this mine, both in the level and in the winze below, we have a kindly lode, averaging from 6 to 9 in. wide, and giving ore of a low quality. I may say the same regarding this mine as the Descubridora—nothing is wanting but to return the ore here to make the mine pay.

Segunda Esperanza.—Our operations here are confined to the driving north on the Manto to cut a large lode a little distance from the one we have been working on, where we hope the intersection will prove beneficial to both.

LINARES MINES.—The following has been received from Mr. H. Thomas:

Linares, Aug. 24.—At Wilson's shaft, the men have finished casing to the 45 fm. level, and on Monday we expect to draw from thence. We have set the plat to cut, for rs. 1200 the men also receiving a ½ real per arroba for lead saved, we paying drawing and dressing; this work will take from two to three weeks. San Juan shaft is down 8 varas 0 ft. 6 in. to the 31 fathom level, and is sinking in moderate ground. Shaw's shaft is sunk 10 varas 2 ft. 9 in. under the 31 fm. level; the lode in the western end contains a little lead; in the eastern part it is mostly composed of hard calcareous spar. The lode in the 45 fm. level, driving east, is at present unproductive. The lode in the 31 fm. level, driving east, produces stones of lead; it is not sufficiently regular to value, but it is large and fair for driving. The tribute titches are without material alteration, taken on the average; as in work of this kind variations occur from day to day, it is hardly necessary to enumerate them. Fault is at present prevented from working in his, in the back of the 31 fm. level, by the old men's stuff, and the stuff we have not been able to remove hitherto, dressing thorough clearing of this part of the mine, still the whim is at work on San Juan shaft.

I beg, in reference to the annexed short account, in which you will find the shipment from Malaga, per *Farmers*, 1020 arrobas, or 11½ tons, at 5s. per ton; and I am advised by Mr. Turer that he was also about to ship 15 tons more, per *Aurora*. Mr. Turer also alludes to the probability of a large vessel arriving, and likely to require a considerable quantity; and I have suggested to him that it would be desirable to put all the disposable ore he may have at the time into her, if accompanied by quick dispatch. Messrs. Cahill, White, and Beck also advise me of having shipped, by a Spanish vessel, all that was in their stores; but as some of the oxen carts were close at hand, I expect they will arrive in time to make up the parcel to 40 tons.

Stock account—Aug. 17, at Linares	*Tons*	18	4
24, weighed in this week		28 10	46 14
Sent to Malaga		15	0
			31 14
In store at Seville		156	15
In store at Malaga		72	10
Total	*Tons*	260	19

ROYAL SANTIAGO MINING COMPANY.

Cobre, Aug. 3.—I beg to hand you my report of your mines for the month of July.

Perseverancia.—No. 2 winze is communicated to the 10 fm. level, and we have commenced to stope the lode west from it. We have resumed driving the adit level west; the lode is from 2 to 3 ft. wide, occasionally producing some good stones of copper; in the stopes below this level the lode is from 2 to 3 ft. wide, producing from 3 to 4 tons of copper per fm. In the cross-cut south of Thompson's shaft, we have intersected another lode, but very poor; this cross-cut is still discharging a large stream of water. In the 10 fm. level, east of Thompson's shaft, the lode is from 4 to 5 feet wide, producing some good stones of copper; in the winze sinking below this level the lode is from 4 to 5 feet wide, producing about 2 tons of copper per fm. The 10 fm. level, driving west, has been communicated to the No. 2 winze; we have suspended driving this level for the present. Thompson's shaft has been sunk 8 fms. below the 10 fm. level; the lode is not so large as when last reported; we have stopped sinking this shaft for the present, and have commenced to stope the lode east and west from it, in order to extract as much copper as we possibly can for the next month. We are fixing a mule engine on Thompson's shaft.

San Joaquin.—In the adit level, driving west, the lode is from 4 to 5 ft. wide, composed of gossan and quartz. The winze sinking below this level is communicated to the adit level from the Perseverancia. Taylor's shaft has been sunk about 6 ft. below this level—ground favourable for sinking.

San David.—In the deep adit level, driving west, the lode is from 5 to 6 ft. wide, rather of a kindly appearance.

Fortitude.—Carne's shaft has been suspended for the present.

Segunda Ysabella.—We have suspended sinking this for the present.

Ermitano.—In the stopes in the back of the 14 fm. level, east of Goldsmid's shaft, the lode is from 4 to 5 ft. wide, producing from 4 to 5 tons of copper ore per fm.; the stopes west of ditto are rather poor. In the winze sinking below this level the lode is from 2 to 3 ft. wide, producing from 3 to 4 tons of copper ore per fm. In the 26 fm. level, driving west, the lode is from 2 to 3 ft. wide, producing from 4 to 5 tons of copper ore per fm Our raisings for the past month are about 150 tons; lode stoped, 25 fms.; average produce, 6 tons per fm. The expenditure for July is $8147.

Cinnabar Mines in Tuscany.—We have, during the last few days, had an opportunity of seeing some specimens of cinnabar from the neighbourhood of the Isle of Elba, in Tuscany, which, upon assay by Mr. John Mitchell, have produced the extraordinary result of 52½ per cent., and we can well imagine from the portion of the stone submitted to us, such might, and doubtless has been the result. A stone of greater magnitude, mixed with the country, shows high produce, and far beyond any we have before seen. A company has, we understand, been formed in London, and immediate operations will be commenced. Capt. Davies, of Truro, who has been on the ground, is again about leaving London, to put on the workings of the mine, and it is expected will return in the course of 10 or 12 weeks, when we may be a position to render further information.

Advices from San Francisco mention that a leading firm in that city had shipped to a house in New York some 300 specimens of gold in dust, lumps, and quartz, one of which weighs no less than 193 lbs., and is said to be the finest and largest piece every discovered. The last-mentioned specimen, it is stated, is to be sent to the London Exhibition of 1851, as a specimen of the products of California.

CALSTOCK UNITED MINING COMPANY.

A general meeting of shareholders was held at the Bull Hotel, Bishopsgate, on Monday, the 2d inst.,—W. Mitchell, Esq., in the chair.—After the usual preliminaries, the Chairman stated that himself and three of his brother-shareholders had recently visited the mines, and they were desirous of giving them generally a brief account of the present state and prospects of their property. He might first inform them that, although the sett extended upwards of 1½ mile on the course of the lodes, and was about 1 mile in width, they had carefully gone over the ground, and examined the several shafts, buildings, &c., and found them to correspond with and fully to justify the various reports they had received. (Hear). A good quantity of tin was being raised at the engine-shaft, now called the Caroline shaft, and only required the stamps to be set to work to prepare it for the market. The opinions of the captains of the mines would be found embodied in the statement of the sub-committee, appointed at the last meeting to prepare a report of the past and present workings of the undertaking. As that report detailed the results of their own observations, as well as the experience of well-known and accredited agents, he could not do better than request it may be read to the meeting. It would be well, however, to state that when they (the deputation) were returning from the mines, they met with Capt. Paull, whose reports were referred to in the statement to be presently read, and who then strongly expressed the same favourable opinions of the undertaking as were set forth in his reports. The following report of the sub-committee was then read:—

In pursuance of a resolution passed at the last meeting, we proceed to lay before you our views as to the course to be pursued in working the extensive sett of the Calstock United Mines. First, however, it may not be uninteresting to those of the shareholders who are unacquainted with the locality to briefly inform them of the nature and extent of the sett, and the means hitherto taken to develope its mineral wealth. The mines are situated on Heignston Down, in the parish of Calstock, in the County of Cornwall, and comprise the Harrowbarrow Old Mine, Harrowbarrow Consols, Wheal Sisters, and Wheal Pleasant; and are held under a grant from the Duchy, at 1-20th dues. The sett extends from east to west (the ran of the lodes), nearly two miles, and from north to south about a mile. The lodes at present discovered consist of one silver, four copper, and one tin; and the sett is surrounded by mines which have paid profits of upwards of 2,000,000*l.*—viz., Drake Walls, on the east, about the eighth of a mile, which has returned 30,000*l.* in one year, and paid large dividends; Heignston Down, on the north, immediately adjoining the Calstock United Mines, which is returning large parcels of copper ore; Callington Mine, on the north-west, a paying property; Holmbush, on the north-west, about 1½ miles, has returned, since 1836, upwards of 200,000*l.* worth of ore; Bedford United Mines, on the east, about a mile, which is making large returns; and the Great Devon Consols, on the north-east, about a mile, whose average dividends for the last five years have been 50,000*l.* a year. In short, this sett, geologically considered, is situated in the centre of a district teeming with mineral wealth, and, from the junction of the granite and killas taking place within its boundaries, it presents features of positive promise rarely to be met with. From the silver lode considerable returns have been made on a former working, and each of he copper lodes offer sufficient promise to warrant a liberal outlay; but it is from the tin lode that an immediate return is looked for, all the workings of which are above the 42 fm. level; and at this shallow depth alone there is good tin stuff, which all the appliances of powerful machinery will take many years to break down. The lode has been opened up in the Harrowbarrow Old Mine, which was worked, up to 1847, by a company of shareholders, who could not, or would not, resist the panic which then prevailed; although the reports of the captains, at the time, showed them that this one lode might at least immediately be made made to pay costs. At the close of 1847, however, the company of the Harrowbarrow Old Mine abandoned the undertaking, at a time when the assurances of success were positive and unquestionable. For instance, on the 24th of August, only three months before the abandonment of the mine, their superintendent agent, Capt. Paull, wrote as follows:—"The progress of the rise above the 42 fm. level is very satisfactory. The tin is about the same as when I last wrote. The tribute pitch is producing some good work." Later in the same month (Aug. 31, 1847), a committee of the shareholders, appointed to report on the mine, state that—"About 2 tons of tin are on the floors close to the burning-house, at the old mine, which one or two washings will render quite ready for the market; whilst on the site of the new works a very considerable quantity of stuff has been raised, and now at grass, awaiting the process of stamping." On the 1st September following, the superintendent captain, after refering to the works at surface, writes:—"The ground looks very well, and turns out good work. Many other pitches might have been worked, but we have broken so much stuff in the great shaft as to prevent our drawing it to the surface until the shaft is finished. The quantity of tin on the mine is about 7 tons." Again, on the 29th Sept., 1847, Capt. Paull reported as follows:—"I have been underground at Harrowbarrow Old Mine to-day. The tribute pitch is looking very well. The men are sinking, and have good ground to break, and, what is better, a good lode, about 4 ft. wide." But on the 30th of November, a few days only before the mine was abandoned by the then proprietors, the same agent (Capt. Paull) furnished a report from the works, reviewing their progress for the three months previous, in which he says:—"The several tribute pitches in course of working (amounting part of the time to one only, but now to five) have produced a fair quantity of ore, and bid fair to continue productive. I have no doubt of returning the quantity of ore mentioned in my former report—namely, 10 tons per month, when the surface arrangements are complete. Indeed, we are upon the point of making returns of considerable importance. * * * Sold a small parcel of ore at 40*l.* 10s. per ton; and are still drawing up more." At a still later period (Dec. 12, 1847), the resident agent, Capt. Cooke, reported that—"The several pitches are throwing up a fair quantity of tin-stuff. The junction in the 28 fm. level produces a great quantity of tin, and there is every reason to calculate that we shall have a large quantity from the 42 fm. level, as the tin lode is much larger than above. * * I have carefully calculated the value of the eastern ground, and hesitate not to say that it can be worked without again calling for any aid from the shareholders." In the face of these substantial and most encouraging statements, the panic-stricken proprietors of 1847 determined to stop the works, when the following proposition (dated December), 1847, was made to them by Captain Cooke:—"I propose to take the mine from Saturday next, and work the same on my own responsibility for the space of twelve months from that time, without calling on the adventurers for any assistance, and to render them half the profits realised, my salary to be included in the other portion thereof." But the same cause which operated upon the proprietors to give up the mine, also led to their determination to at once sell off, by auction, the engine (erected but a few days before), together with the plant, materials, and sett. Of the latter, thus stripped of the machinery and other appliances, the resident agent, Capt. Cooke, became the purchaser, and, with very slender and inadequate means, has worked the mine to a considerable profit, up to the time of the extended grant to the present proprietary—as the tin bills in the hands of your treasurer will show. In order, therefore, efficiently to work the United Mines, a powerful stamping and drawing engine is now in course of erection, which, when completed, will enable the company to make large and continuous returns of tin. Meanwhile, your resident agent, Capt. Cooke, is carrying on the works of the mines, with results which completely confirm the reports made from the former operations, and to which we have thought it desirable to call your attention. On the tin lode there are now numerous tribute pitches let, and a large pile of work is accumulating at grass. In his report from the mines, dated August 15th, 1850, the captain states that—"The tributers are breaking a fair quantity of good tin work, and I can see (as I have before said) a continuation of the same good lode standing for scores of fathoms." On the 24th of August, after refering to the engine and machinery in course of erection, Capt. Cooke writes:—"I feel quite sure, this being carried out [the stamping and drawing-engine, &c.], it will make one of the greatest mines in the east of Cornwall. All that is wanted is a large quantity at surface, which can be raised, and, with sufficient stamping power, the returns are sure. I see no alteration in the tributers' work. With regard to the copper lodes, we find that an adit is being driven, which will soon cut the lodes at a depth sufficient to form an estimate of their productiveness. The paid-up capital of the company (10,000*l.*) will, we are assured, be found fully adequate for the erection of all such further machinery as will be required, and for bringing the mine into a thorough course of working; so that no further calls will have to be made, and the mines being worked upon the Cost-book Principle, no liability of any kind will attach to the shareholders. In conclusion, we have to congratulate our co-adventurers on the possession of so valuable a property; and relying, as we do, upon the various reports to which we have referred, as well as upon what we ourselves have seen at the mines, we have no doubt that within three months of the time of the stamping engine being in operation, which is guaranteed to be at work by the 1st of December next, the directors will be in a position to declare dividends.

The report, which appeared to give great satisfaction to the shareholders present, was received and adopted, and, after a vote of thanks to the chairman, the meeting separated.

WEST POLGOOTH MINING COMPANY.

The two-monthly meeting of shareholders was held at the offices of the Worthing Mining Company, St. Helen's-place, Bishopsgate, on Monday, the 2d inst., Richard Hallett, Esq., in the chair.

The Purser (Mr. Robert Williams) having read the notice convening the meeting, produced the accounts for June and July, amounting to 563*l.* 1s. 9d., which were examined, passed, and ordered to be immediately paid.

The Chairman said he had, during the past week, visited the mine; the several works were being executed in a very substantial manner, and although they were not in so forward a state as he should wish, yet there was every reason to suppose they would be finally completed within a very short period; he had availed himself of the opinion of some eminent mining agents, from which, coupled with his own views of the property, he had reasons to conclude the undertaking would in a short time become valuable. The engineer's report of the state of progress of the works the purser would read to the meeting, and which he hoped would be received satisfactorily.

ENGINEER'S REPORT.

Since your last meeting the works have been chiefly confined to the surface erections, consisting of the building, the engine-house, the counting-house, and store-room over the boiler-house, which is 52 ft. long, by 26 ft. wide, and of sufficient size to admit two 10-ton boilers; for the present, as there will be but one boiler erected, the remaining space will be used as a temporary smiths' shop, pitman's house, miners' changing and sampling house. A deep drain has been made from the boiler to take away the waste water down the hill sufficiently far to allow of its free discharge. The flue has been carried underground nearly 100 feet away from the boiler-house up the hill, where the stack is now in course of erection; this was considered necessary, in the first place, to admit of a good draft; and, secondly, to take off the noxious vapours which arise in the calcining house, which will be built near the top of the hill. The stack being situate on high ground will be rendered available to take the flues from the boiler of the large pumping engine, which, in all probability will be erected lower down the hill than our present stamping engine. We have met with considerable difficulty, delay, and expense in making solid foundations to our buildings; the ground is one entire pile of loose rubble, thrown up by the ancients in their workings on the lodes, the ground of which is found stoped away down to the adit level. We have had to fill up several old shafts, which were not visible before we removed several feet of the surface, they having been covered over loosely by rubbish; it is, however, with much satisfaction we say, that on carrying the footways down deep and wide, no injurious settlement appears to exist in any part of the buildings. The stone of which the walls are composed consist of a light coloured elvan, not much unlike in appearance to our common Bath stone; it is free in working, and considered very durable. We obtain it from a quarry we opened in one of the great elvan courses that traverse the sett; it is very abundant, and is raised at a cost not exceeding 9d. per ton, and the carriage of which to the mine is only 5d. per load or ton. The internal fittings of the engine room, count-house, store room, with the temporary partitions of spare part of boiler-house to form the smiths' shop, &c., are not yet completed, but can be done during the ensuing month, but as they are of a secondary nature we have delayed them for works of more immediate importance. The new 38-inch stamping-engine is fixed in its place, and nearly ready to go to work—it only waits a few trifling fittings in connection with the boiler; this completes, with the exception of a pair of spur wheels, the several works commenced by the company; the remainder is being executed by the contractors, and now in a forward state of progress, consisting of the following works:—A new 10-ton boiler, fixed with double safety valves, glass index, gauge water, and steam cocks; float, standard, and alarum whistle, blow out cock and discharge pipes and all complete, with the exception of the steam pipes, starting valve, and a few minor fittings, the whole of which in all probability, will be finished in a few days. A very excellent pair of shears, capstan and capstan-rope erected, the smith's shop and appendages are in progress, a large coal yard built, and the walls built of the carpenter's shop. The engine pool, constructed to hold 30,000 gallons of water, is finished, except the puddling, which is being done in clay and loam, and will take another fortnight. A great deal of ground has been levelled and raised to form the passes for the first 24 heads of stamps. The stamps, which will be entirely of iron, with the fly wheels, are being got ready at the foundry, as well as the several connections from the engine to the engine-shaft.

Underground.—The adit level has been cleared at a considerable expense from the engine-shaft across to the south shaft, and from thence down to its mouth; the ground in many places is very bad, caused by the subsiding attle of the old workers; it has, however, been secured nearly all the way—a few places near some old shafts only remain to be done. The engine-shaft has been sunk 3 fathoms under adit, the plat cut, and a large cistern got in and fixed; the first sinking lift of mine pumps are dropped; the double plunger lift, which throws the water from the cistern to the surface, and intended to supply the engine and stamps, is nearly completed. The main rods are all ready to be put down, and, when the remaining portion of the pit work arrives, which is expected daily, the whole will be finished in a week or 10 days. About 80 fathoms of the levels, east and west of the engine-shaft, have been cleared up and the ground secured. The Hewas lode, which is the one on which this level has been driven, is found to be entirely stoped away up to the surface; it is on an average 2½ ft. wide, and must have been very good work, for, with the exception of a few arches left to keep the ground apart, scarcely a barrow-full has been left; we, however, discovered, near a cross-course east of the engine-shaft, a few ft. of the north part of the lode; it was very rich, producing more than 8 cwts. tin to the 100 sacks of work; this course of tin is very evidently gone down, therefore we may expect to meet with it entire in the 10 fm. level; at the extreme end of this level the lode has made a heave to the north, apparently from the surface workings, of about 10 fms.; we have, therefore, commenced a cross-cut, which we have driven up to this time 6 fms., and in 4 or 5 fms. more we expect to intersect the lode again; the ground has been very hard hitherto, and the ventilation bad, our progress has been slow, but the ground is getting much softer every foot we drive, therefore, we now hope to progress more rapidly. At our south shaft we have opened many fathoms of the old workings; the lode there appears to bear the same characteristics of productiveness as the Hewas lode. Our men found several stones of tin nearly solid; this was probably the leader part of the lode, and goes far to confirm the generally prevailing opinion of the district, that the ancients must have had very rich work, or they never would have taken it away in so clean a manner; they appear, however, to have brought nearly the whole to grass, and there selected only such as would pay them for carriage; for in turning up the old burrows, we find thousands of tons of good tin-stuff, which will pay well for stamping, and on which we shall commence making returns immediately our new steam stamps go to work. In excavating for the boiler-house, about 8 ft. from surface, we came upon a floor of solid hematite iron ore, from 6 to 9 in. thick—the ore is of very excellent quality; this accounts for the red appearance of the stratum above the adit level, for under water the lodes are in a beautiful blue killas, and the tin is much less impregnated with iron and of richer quality. In three months from this time we expect to see the bottom of the old workings, when we hope you will find our prediction verified, that you have a lasting and profitable mine.

It was resolved that, as the works on the mine would in a short time become of considerable importance, another agent should be appointed, to assist Capt. Colliver in laying out the plan of the underground operations; and that the two shafts now sinking to the 20 fm. level, under adit, which will be 5 fms. under the old workings, be prosecuted with all speed, irrespective of other works now going on.—A vote of thanks was passed to the chair man and committee and the meeting separated.

Wheal Sarah.—The two-monthly meeting of adventurers was held at the offices, King-street, Cheapside, yesterday, when the secretary presented an account of shares disposed of for Mr. Mayhew, and the proceeds were disbursed in part liquidation of the liabilities of the mine. It was resolved that a call of 10s. per share should be made on the whole number of shares (1056) payable in two instalments of 7 and 21 days, and the meeting was adjourned to Saturday, the 14th inst., for the purpose of deciding on the mode of working the mine in future,—Mr. Murray, the superintendent, being requested to attend the said adjourned meeting. The present debts of the mine amount to about 700*l.*, which will be finally liquidated by the call now made, and the sale of a further moderate quantity of Mr. Mayhew's shares, and leave a surplus for the prospective expenditure.

NORTH BRITISH AUSTRALASIAN COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—According to my promise, I now send you a few comments on the mode, in which the mining and smelting operations have been conducted at Kaw-aw.

This island was purchased by the North British Australasian Company of Aberdeen, some years ago, as pasture ground for their sheep, and early in 1845 the manager discovered copper ore near the surface, a parcel being sent home, and sold at Swansea the same year. A mining captain from Cornwall was immediately sent out, who arrived at Kaw-aw early in 1846. His reports were soon of a very flattering nature, and he subsequently advised, as I am informed on good authority, that from 60,000 to 80,000 tons of copper ore were laid open in the mine, which I have since seen estimated at 100,000 tons. Why, therefore, has not more ore been sold? I find, by reference to the Swansea ticketings, the following to be the result of the public sales there:—

Public sales of Kaw-aw copper ore, and of so-called copper regulus:—

Date of sale.	Tons (21 cwts.)	Prod. p. ct.	Price per ton.	Amount.
1845—15th Oct.	36	8¼	£ 6 13 0	£ 239 8 0
17th Dec.	48	18¾	14 17 6	
„	32	11½	8 16 0	1181 19 0
„	11	17¾	13 17 0	
„	2	22	17 0 0	
1846—14th Jan.	22	17	13 3 0	289 6 0
1st April	35	16½	12 6 0	
„	16	16½	12 6 0	627 6 0
22d July	14	11½	7 14 0	
„	10	11½	8 2 0	188 16 0
19th Aug.	51	12½	8 17 0	
„	5	11½	8 1 0	491 12 0
16th Sep.	68	16½	11 12 6	790 10 0
30th Sep.	2	12	8 9 0	
„	1	12	8 9 0	25 7 0
25th Nov.	25	11½	8 18 0	222 10 0
1847—8th Jnly	67	13½	10 4 6	
„	57	13½	10 9 0	1838 17 0
„	47	15	11 17 6	
22d July	7	13½	10 5 5	75 5 0
Totals & av. of raw ore	556	14·138	£10 14 9	£5970 16 0

Sales of so-called copper regulus:—

1849—5th July	75	12½	£ 7 16 0	£ 585 0 0
26th July	64	20½	13 7 6	
„	59	17½	11 7 6	
„	53	13½	9 9 6	2526 11 0
„	50	13½	8 18 6	
„	6	13½	8 10 0	
1850—3d July	62	11½	7 14 6	
„	56	13½	9 18 6	
„	66	15	10 1 6	2143 12 0
„	61	10½	7 6 0	
8th Aug.	66	12½	8 4 6	460 12 0
22d Aug.	54	11½	7 11 0	
„	53	12½	8 4 0	
„	50	11½	7 11 0	1394 0 6
„	23	11½	7 11 6	
3d Sept.	36	1½	0 9 0	
„	15	10½	7 2 6	123 1 6
Totals and av. of so-called cop. regulus	849	12·947	£8 10 4	£7232 17 0
Total sales of ore and so-called regulus	1405	13·903	£9 7 11	£13,203 13 0

But I may be told, that as the ore contained a great deal of iron pyrites, and was liable to heat in the vessels, it was wisely determined to run it to a regulus on the spot, and that, therefore, a necessary delay took place in erecting the requisite furnaces. A great want of knowledge, however, was shown by the persons selected to conduct this operation. The smelter sent out confessed, when he got there, that he was doubtful if he could smelt with wood as fuel, although he must have known, or ought to have been told, before he left this country, that he would have to conduct the process under such circumstances. Another great mistake was made: the works, expensive in their construction, were erected at Sydney, where land was valuable, and the furnaces a nuisance, 2000 miles from Kaw-aw, which had, of course, to be subsequently removed. The above table shows forcibly the result of all these mistakes—first, the small quantity of ore brought home during the five years that have elapsed since the copper was discovered so near the surface; and next, what with smelting mundic, bad calcining, and worse fusing, that the produce of the ore, after going through these operations, is actually less than it was in the raw state! It will be observed that 556 tons of raw ore averaged 14·138 per cent., and 849 tons of so-called regulus averaged only 12·947 per cent.; while the average produce of the whole is only 13·903 per cent. It is evident, therefore, that the ore could not have been properly calcined, but that it has been principally fused, or smelted, though this description of copper ore particularly requires to undergo the former operation. These and other mistakes have delayed the proper development of the property, and the majority of the shareholders being, for the most part, practically unacquainted with such matters, are either still quite dubious of the result, or despair altogether of success. It would be very singular if an improvement, even under such management, did not take place in time, for, as the Latin proverb says, "*experientia docet*;" but it is rather hard upon the proprietors that they should thus be made the means of teaching persons their profession, when it is well known that many competent men could be procured, to whom the business is familiar. It does not appear, however, that any favourable change has yet taken place, for I find that the ore operated upon, which was sold in the summer of 1849, averaged 15·366 per cent., while the average of the sales this year is only 11·596.

With regard to working the mines, mistakes equally annoying have taken place. In a letter I have just received from Auckland, the writer observes—"The lode is large and well-defined, and exceedingly accessible, as it runs through a small promontory—on one side of which, close to the sea, the works

are placed, fronting a good harbour, with convenient landing. Some considerable bunches of blue ore, from 12 to 20 per cent., were found above and about the adit level; but the lode becoming poorer towards the hill, the small rotatory engine of 12-horse power was purchased, and a shaft sunk under it to 16 fms., and two levels driven at 9 and 16 fms.; the first extending 100 fms. in the hill, where two other shafts have been sunk to meet it. At these shallow levels the ore has not been found to improve. The richest blue ore has almost disappeared; but the lode contains large quantities of a pale pyritous ore, of which the piles generally contain from 8 to 10 per cent. of copper. As, however, the very hard compact iron pyrites, of which the lode is for the most part full above, gets less plentiful, more mixed with ore, and much less compact, there is every reason to believe that the lode will improve in depth." One of the first objects of the company should have been to ascertain this, and particularly with so expensive an establishment as is kept up at Kaw-aw; but no attempt, I believe, has been hitherto made, or even prepared for, except, perhaps, the sinking of a shaft some time ago to 24 fms., where the lode, however, has not been cut. The present engine is evidently too small safely to keep the mine dry even to the 16 fm. level; indeed, so much so, it is almost superfluous to make the remark. It can scarcely do this now, and every week's work in breaking away the lode increases the quantity of water; in addition to which its power is required for drawing, and various other purposes. No steps that I am aware of have been taken to procure a more powerful one; while a large outlay, which has proved useless, and which would have been, for the most part, avoided under experienced local management, or even with a direction at home possessing a knowledge of such matters, has been incurred —an outlay which would have been sufficient for the erection of a proper pumping-engine, and ensured the effectual drainage of the mine for years. Last year, I addressed a letter to the secretaries, in which I urged the necessity of dispatching, without delay, a steam-engine of (I think) 80-in. cylinder, but I received no reply to that communication; and whether my suggestion was acted upon, I know not; but of this at least I am certain, that if it has not been adopted, the time will come when the wisdom of such a course will become palpable in the consequent delay of the works, and the development of the lodes. I may further remark, that the absurdity attempted to be carried out for the purpose of gaining more power has naturally proved itself in various ways. Attempts have been made to work the water-wheel with the water pumped out of the mine, by raising it 18 feet high, to fall on the wheel, as I described in my letter to you last year; but I am told it has been constantly out of order; and, will you believe it, I am well informed that the pumping of the water out of the mine has been actually stopped for several hours at night, in order to have plenty of water for the wheel in the morning.

Sir, from all the accounts I have received and heard of this property, I feel as convinced as it is possible to be in such cases, that the lode is a valuable one, and that if means were promptly taken to secure the drainage by a pumping-engine of sufficient power—say, 50 or 60-in. cylinder—the shaft sunk to cut the lode at not less than 50 or 60 fms. deep, and an intelligent and economical system of management adopted, the results would be very important, and, indeed, highly remunerative. Even if the ore did not improve in quality in depth, such as that now in sight would yield a good profit if it were properly treated; and if the lode improved in depth, a most valuable and productive property would be obtained. I would also strongly recommend that the mining operations should be separated, and be under a different management from the other objects of the company. If this were done, I could easily nominate a few well-known gentlemen, well acquainted with mining matters, who would, if the course I have just recommended were adopted, be willing to take a considerable interest in the company, and under whose guidance and superintendence the operations would be scientifically carried out, and would, in all probability, lead to early and successful results.

With regard to the present board of directors, I may say that I am intimately acquainted with several of them, and for one, at least, I have the greatest regard and respect, and I am very far from blaming them for not being acquainted with the mode in which mineral properties should be worked. I hope they will take these remarks, as they are made, in good part, and as emanating from one who is very anxious to see such favourable prospects turned to account.—J. H. MURCHISON: *London, Sept. 5.*

ANTIMONY ORE FROM BORNEO.

SIR,—In your Journal of last week it is stated that the directors of the Eastern Archipelago Company have just issued their report. Among the riches of Borneo, you mention inexhaustible mines of the ores of antimony, which ore realises at Singapore from 16s. to 20s. per ton, and that 1400 tons are exported thither annually. Now, I wish you to inform me how it is that more of the above ore is not brought home, when any quantity may be sold in England at from 4*l.* to 6*l.* per ton, and why such a monopoly of what is *brought home allowed.* Perhaps, in your next paper, you will be kind enough to say where this Borneo antimony can be obtained, and its price. A SMELTER.

Cornwall, Sept. 2.

[Our correspondent will observe, that the authority we quoted for the price of antimony ore was M'Culloch, who is generally acknowledged as one of the first statistical writers. By writing to merchants in the Singapore and Malacca trade, probably the information required could be obtained. "Smelter" must be aware that, if there was a great demand, instead of a limited consumption, of the article in question, that considerably larger supplies could be drawn from our home mines.]

THE DISCOVERY NEAR BRIDESTOW.

SIR,—Your correspondent, Mr. N. Ennor, is wrong in supposing the new discovery near Bridestow to be the old mine worked 30 years ago. The mine now at work is on the south side of the road leading from Launceston to Tavistock, and never was worked before for copper: it is almost contiguous to the granite range, and where it is now producing tin. If Mr. Ennor had surveyed the mine and surrounding district, he would have known better how to write. I can assure that gentleman that there are many promising copper, tin, and silver-lead lodes in this district, worthy of a trial. Near the town of Oakhampton (still further north) a large copper lode has been discovered, which has been surveyed by Mr. John Paull, of Tavistock, and other practical miners, and pronounced to be a very fine promising lode. If Mr. Ennor would take a ride up, he would be shown every attention, and, no doubt, would be gratified, if not edified, with the survey of the mine and neighbourhood.

Tavistock, Sept. 2. AN OLD MINER.

WHEAL GOLDEN MINE.

SIR,—Mr. Ennor has again directed the attention of your readers to this mine. Before Mr. Ennor undertakes the part of a critic, he should learn to be correct. In a letter, some time since, in your Journal, he gave a lengthened account of an inspection he had made of Wheal Golden Mine, which, among other errors, he described as having but two shafts; whereas, the mine originally called Wheal Golden, and now worked by the present company, had *seven* shafts sunk in her upwards of 20 years ago, all of which are now open! Mr. Ennor was evidently mistaken as to this mine; the description then given corresponded more with a small sett called Lomar, which lies to the south of Wheal Golden. In his criticism last week, on the produce and cost of the previous month, Mr. Ennor assumes that the tribnters of 13 pitches received 402*l.* for the month! Mr. Ennor must be aware that a pitch in the back of an old mine is seldom taken by more than two men; and if he had divided his 402*l.* by 26, he would have found that each man must have earned 15*l.* 12s. 3d. per month. being *more than five times the average wages of the working miners in the county.*

Mr. Ennor says he had not read the reports of this mine; if he had, he would have found it was only about two months since the orey ground in the 70 fm. level was cut into; and it might have occurred to him that, in driving levels, making rises, and sinking winzes, to lay open the orey ground, the men were doing so on "tutwork;" and that it would be imprudent, until they are got out of the way, to put men on tribute so near their work, lest the tributers might be tempted to *mistake* the adventurers' ore for their own.

Mr. Ennor assured the adventurers and agents his remarks were not made from ill feeling, and that "he was not aware of the name of a single individual of them." Such being the case, it appears rather singular he should take such an interest in their affairs. They would, however, feel rather pleased than otherwise if his remarks were fair; but the inuendoes conveyed in his last letter are not so, and are calculated, if they were not intended, to shake the confidence of adventurers. Fortunately those in the Wheal Golden are but few in number, and the principals have had too much experience in mining to allow any remarks of Mr. Ennor to prejudice them against their agents, whose undivided and faithful services they have had the benefit of for nearly 20 years; and the dividend that will be declared at the next bi-monthly meeting of adventurers will evince the justice of their confidence in their agents, and *may* tend to convince Mr. Ennor of the fallacy of his remarks. W. THORNE.

Barnstaple, September 5. 1850.

MINING NOTABILIA.

[EXTRACTS FROM OUR CORRESPONDENCE.]

PENZANCE CONSOLS.—This mine is looking most promising on north and south lodes, and the men employed are getting on well.

SOUTH SPREED.—The workings at this mine are progressing most favourably; the 32 fm. level is expected to realise the most sanguine expectations of the adventurers. Further reports received this morning state these anticipations have been grounded on more than probability, and that a profitable and remunerative return may soon be expected.

GEORGIA.—The adit level has been cleared to the flat-rod shaft, so that the water has been enabled to run off. A course of tin has been cut, 18 in. wide, worth about 1*l.* per bushel. This place has not been worked for 90 years, and the old miners must have experienced considerable difficulty in getting off the water. The engine-shaft will be down to the 14 fm. level, below the adit, in about a fortnight; it is proposed to cross-cut there to open all three lodes simultaneously, which have been proved rich at the engine and flat-rod shafts; as soon as this is accomplished 8 or 10 levels can be opened, and large quantities of tin raised.

MINES VERSUS RAILWAYS.

There are no greater extremes run into than those shown by the public in making investments of money—at one time the greatest caution is observed, and a reluctance evinced to participate in any undertaking that borders on speculation; whilst at other times the greatest recklessness takes place. There are speculative manias, as well as others. Fashion also, at certain periods, leads on the capitalist to make investments of a given class, which at other times is wholly disregarded; nevertheless, any attempt to instruct the public, or to reduce the means or mode of investing money to a science, would appear to be useless, as every age has its return of the mania, and each generation is equally prone to take the virus. The disposition of the public to follow a losing game for a long period is remarkable—people will, year after year, persist in making one class of investments, without more than the hope of remuneration, whilst there are others open to them, from which large and certain dividends may be derived. This is strikingly shown by the millions that were sunk in railway investments, after it became self-evident that an almost total loss must follow.

The greatest dividend paid by any one of the principal railway companies is 8 per cent.; whilst in many of the companies millions have become profitless to the proprietors. To illustrate the foregoing remarks, we have placed in juxta-position some of our dividend-paying mines with several of our principal railways.

The Carn Brea Mine, with a paid-up capital of 15,000*l.*, is making an annual profit of 20,000*l.* The Devon Great Consols Mine, with an original outlay of 1024*l.*, is netting to its proprietors 40,000*l.* per annum. The Llanberis Slate Quarry is estimated to make profit of 40,000*l.* per annum; and the Penrhyn Slate Quarry is making an annual profit of upwards of 100,000*l.* per annum—the total outlay of the two latter being made out of profit; the four mines leaving to their proprietors an aggregate profit of 205,000*l.* per annum.

In the Eastern Counties Railway, 5,886,980*l.* is only paying 1 per cent. In the Midland Railway, a capital of 6,555,787*l.* is only paying 1*l.* 12s. per cent.; whilst the Chester and Holyhead Railway, on a capital of 2,000,000*l.*, and the Caledonian, on a similar amount, pay no dividend at all. Thus we find that four mines, working with a merely nominal capital, are paying a greater amount in dividends than two of our principal railways, on which has been expended upwards of 12,442,667*l.*!

ASTURIAN MINING COMPANY.—We announced, some time since, the sale of these mines to Don Juan de Grimaldi, the late secretary of Queen Christana, and proprietor of the salt works in France; the transfer of the property has not, however, yet been effectually carried out, as the agents of the liquidators, Messrs. Kelly and Lambley, still retain possession. We understand, a few days since, one of the liquidators left England for Madrid, in all probability with a view to obtain the co-operation of the Spanish shareholders, with the intention of commencing ulterior proceedings in the Spanish courts. However tedious and vexatious proceedings are in the English courts of law, they are ten times more so in Spain.

MINING IN TUSCANY.—A copper mine in the possesion of Mr. Sloan, situate 30 miles north of Florence, has been worked with not only advantage to the adventurers, but to the community, holding out as it does an instance which might well be adopted, and followed by those at home. The mine in the first instance was discovered perchance, but has been sunk to the depth of 35 fathoms, the levels extended east and west; the lode varies from 18 in. to 6 ft., and the ores found in balls or "globes," from 1 oz. to 3 cwts. The profit of the mine being 10,000*l.* to 12,000*l.* per annum, which might be increased by additional workings. In addition to the working of the mine, the proprietor (Mr. Sloan) has erected smelting works for reducing the ores and fitting them for market, the results being highly satisfactory; while we are informed that the fine copper so made is equal, if not at an advance on copper in the English market obtained from our own mines and those of Cuba, &c.

DALRHIEW COPPER AND LEAD.—These mines are situated in the clay-slate formation of the county of Brecon, within a short distance of the Nant-y-Car Mines. The sett comprises eleven copper lodes, and two of lead; the copper lodes are in direction from north-east to north-west—the largest lead lode intersects eight of the copper lodes. From the adjoining sett of Naut-y-Car, a specimen of copper ore described as a "mineral wonder" has been taken, which has produced on assay 33½ to 37½ per cent. of copper. The machinery necessary to work the mines has been calculated to cost about 500*l.*, and can be put in operation in three months. The capital proposed to be raised is to be divided into 3000 shares, of which 1000, considered as 1*l.* paid-up, are to be apportioned to the owners, and 2000 shares issued at 1*l.* premium, and 5s. call. The lease to be granted for 80 years.

WHEAL ARTRUR PATRICK (Silver-lead).—We have seen a report the company have just received from their geological and mineralogical surveyor, which states that this mine, which is about eight miles from Bristol, in the county of Gloucester, extending over an area of 1300 acres, is prolific in the indications which are considered highly favourable in mineral districts—fluor-spar, gossan, flookan, barytes, and calamine being found. Eight lodes have been discovered, three of which are nearly north and south, four east and west, and one north-east and south-west; from the bearing of the lodes it is anticipated that a junction will take place. The lodes are supposed to be in connection with the metallic district of Itchington Hill. Specimens have been produced, which have assayed from 85 to 87½ per cent. of lead, and 35 to 45 ozs. of silver in the ton of lead. By sinking on the course of the lodes from 30 to 50 fms. without water, and taking an adit in the valley, the expenses will be but comparatively small, and, if practically worked, with a due regard to economy, the property will be a desirable investment for capital. The specimens which are to be seen at the company's offices are of the most encouraging kind.

BAWGHEEER STREAM-WORKS (Ludgvan).—A meeting of adventurers took place on the 26th August, when, after examining the ground, they retired to the Old Inn, at Lowerquarter. Certain arrangements being made respecting future management, the purser, on producing the books, stated that the balance then standing against the adventurers was 69*l.* 11s. 9d., for which a call was made of 15s. per share—a call of 10s. per share having been previously made at the commencement of the works. It is satisfactory to learn that the works seem promising, and, by appearance, are supposed to be the best now in the western part of Cornwall. It is believed that, before any future outlay will be required, some return will be made to the adventurers. Great credit, however, may be attributed to the managers (Messrs. Roach and Winnan), whose manner of conducting the works is highly commendable.

EXTENSIVE FAILURE OF A CONTRACTOR.—The case of Thomas Dyson, the railway contractor, was brought before the Bankruptcy Court yesterday, when, in consequence of no accounts being filed, the examination was adjourned till November. The bankrupt's liabilities are large—it is said about 30,000*l.*; the assests are also supposed to be considerable.

MINERS' TRIBUTE TO SIR ROBERT PEEL.—In several of the leading mines a contribution of 1d. each is about being made by the working miners, towards the erection of a monument, to commemorate the benefits bestowed on the mining interests by the lamented baronet's bold and liberal policy.

MINING APPOINTMENTS DURING SEPTEMBER.

7. Pay-day at Dolcoath, Stray Park, West Jewel, Devon Consols, Par Consols.
9. North Roskear account, on the mine. Par Consols sampling.
11. Consols, United, and other mines' sampling.
12. Ticketing at Redruth, Carn Brea, and other mines.
13. North Pool setting.
14. Par Consols pay.
16. Treviskey and Barrier account. Fowey Consols sampling.
18. Great Consols account, on the mine. North Pool and other mines' sampling.
19. Ticketing at Truro, Devon Consols and other mines.
20. United Mines account, on the mine; Budnick pay, Levant tutwork pay.
21. Pay-day at Consols, United, Seton, Treviskey, Comfort, West Buller, Fowey Consols, and Agar
23. Par Consols sampling.
24. Tresavean, Trethellan, and East Crofty accounts, on the mine.
25. Carn Brea and other mines' sampling. South Tolgus account, on the mine.
26. Ticketing at Truro—Consols, United, and other mines.
27. North Pool pay, East Crofty setting, and Tincroft pay.
28. Pay-day at Tresavean, Trethellan, Grambler, North Roskear, Fowey Consols, Condurrow, Wheal Mary, South Tolgus, West Seton, and Tywarnhayle.

ACCIDENTS.

Ding Dong Mine.—A stone fell from the side of the shaft, and struck E. Kitto when at work 50 fms. below, by which he was so dreadfully crushed that he expired in an hour.

Pontypool.—E. Bennett, aged 10, was killed by a fall of coal while working with his father.

Ashton-under-Lyne.—A sad accident, occasioned by fire-damp, happened at Messrs. Kenworthy's, Heys Colliery, by which James Bowker, Wm. Bell, and J. Harriot, lost their lives—the two latter being suffocated, and the former receiving severe blows in endeavouring to escape.

Newton.—A. Waterworth was killed while working in a colliery at Haydock.

Ding-Dong Mine.—E. Kitto was killed by a fall of stone.

Maesteg.—J. Rees was killed by a fall of rubbish in one of the Llynfi patches.

Merthyr.—W. Griffiths was killed by a fall of roof in one of the Plymouth Company's Clynmill pits.

Aberdare.—N. Howell was killed while working in the Ynyscynon Colliery.

Wigan.—At Messrs. Wright and Taylor's colliery, P. Winstanley and E. Summer were dreadfully injured—the former it is feared fatally—by a fall of rubbish while they were ascending the shaft.

The Burning Pits at Haydock.—We are informed that several pits at Haydock Colliery, which took fire a few weeks ago, from the blasting of some coal with powder by one of the colliers, are still burning. Some of them have been covered up, and the fire smothered within them, and it is hoped that very soon others will be extinguished. In those pits were the men are able to work, the manager of the colliery has directed that hands should be employed both night and day, so as to find work for as many as possible of the men who are thrown out by the pits being on fire.—*Wigan Times.*

Dudley.—E. Arnold was killed by a fall of coal at the Old Park Colliery.

Current Prices of Stocks, Shares, & Metals.

STOCK EXCHANGE, Saturday morning, Eleven o'clock.

Bank Stock, 8 per Cent., 214 15
3 per Cent. Reduced Ann., 97 6¾ 7¼ 6¾
3 per Cent. Consols Ann., 96⅝ ⅜
3½ per Cent. Ann., 98⅛ 9⅛ 8⅛
Long Annuities, 8⅛
India Stock, 10¼ per Cent., 266
3 per Cent. Con. for Acct. 11th Sept. 96⅜ ⅝
Exchequ. Bills, 1000*l.*, 1¼d. 67 64 63s pm.
Belgian, 4½ per Cent., —
Dutch, 2½ per Cent., 57⅜ ½
Brazilian, 5 per Cent., 91½ 2
Chilian, 6 per Cent., 103
Mexican 5 per Cent., ex Coup., 29⅝ ½ ⅝
Russian, 4½ per Cent., 96⅝
Spanish, 5 per Cent., 19⅝
Ditto 3 per Cent., —

MINES.—We find, in the aggregate, that a fair proportion of business has been transacted during the week. There has been an active inquiry for shares in several improved mines, and business done at advanced prices, while in others sought for holders are firm for better prices. Buyers are to be found for West Caradon, East Wheal Rose, Treviskey and Barrier, and South Basset.

The metal market is improving. Copper has an upward tendency, and an advance fully expected; lead is also inquired for more freely, while tin is easy, and higher quotations looked for. In spelter a sudden advance took place yesterday.

Alfred Consols, Wellington, Tremayne, Holmbush, and West Wheal Jewel have been in request, in consequence of some further improvements, and advices of the continuance of former discoveries. At Alfred Consols the lode in the 70 end east is 4 ft. wide, and worth 60*l.* per fm. The lode in the 60 east is from 2 to 3 ft. wide, and a fine course of ore. There is no water issuing from either level, which is strong proof that it is running through the lode to the sump-shaft, and they may, therefore, calculate on having a continuous course of ore. Wellington and Tremayne are both looking remarkably well. At Holmbush we learn that the mine generally is progressively improving. At West Wheal Jewel an improvement has taken place in the Tolcarne lode, which was recently intersected by a cross-cut from the 57 fm. level; the lode going west is worth 40*l.* per fathom, and the eastern end 25*l.* per fm. for tin.

At Herodsfoot the lode in the 72 fm. level has improved, and is now worth 20 cwts. of ore per fm. On the 30th August 70 tons of lead ore were sold, at 11*l.* 12s. per ton.

Two parcels of lead ores have been sold from the Great Wheal Baddern Mine, which realised—55 tons, 13*l.* 2s. 6d. per ton; and 24 tons 10 cwts., 12*l.* 16s. 6d. per ton.

Twenty-six tons of lead ore from the Glengola Mine has been sold in Galway, at 9*l.* 15s. per ton.

At Callington Mines 48 tons of silver-lead ore were sold on the 4th inst. —38 tons realising 17*l.* 1s. 6d. per ton, and 10 tons, 10*l.* 2s. 6d. per ton.

At East Wheal Crofty they have intersected a large orey lode in the 60 cross-cut north; this lode is a great distance further north of the one recently cut in the 130 cross-cut, where it is reported there is a large lode, with good stones of ore; these points are likely to be of great importance.

At North Roskear they have a good improvement in a fine course of ore, just developed.

At South Basset the levels, both east and west, are not looking so well as they have been for some time past.

Wheal Seton is looking much the same as usual; the bottom levels are productive, and looking very well. They are sinking from surface on a new lode, which at present is very promising indeed, and they expect to reach it in the 34 by a cross-cut in a month or two.

At Warleggan Consols the south lode is much improved, and producing some good stuff. They are sinking a new shaft from surface, to intersect this lode 20 fms. under the adit.

At Wheal Provideuce, in South Sydenham, Devon, we learn that the lode, east of the whim-shaft, has been taken down, and found to be of a very satisfactory character; and the lode west of the shaft has also improved. Previous to more vigorous operations being commenced, they await the report of Mr. Evan Hopkins, who has inspected the property.

At Tywarnhayle Mines the 90, 80, and 70 fm. levels, going east, are highly productive, especially the 90, which is worth from 7 to 8 tons per fm. The 25, at Wheal Sparrow, is worth from 1½ to 2 tons per fm.

By the usual periodical reports from South and East Tamar Mines, we find that they have both very much improved since the last report, and are becoming far more productive.

Shares in the following mines have changed hands since our last:—Devon Great Consols, Tincroft, South Basset, South Tolgus, Wheal Trelawny, Mary Ann, Alfred Consols, Tremayne, Wheal Lovell, Holmbush, Venton, West Caradon, West Seton, Wellington, Daren, Cwm Erfin, Comfort, South Plain Wood, West Wheal Jewel, Kingsett and Bedford, Tolcarne, South Tamar, Trethellan, Callington, Trescoll, Tavy Consols, and East Buller.

The following dividends have been paid during the month of August:

	Per Share.	Amount.			Per Share.	Amount.		
South Basset	£10	£2560	0	0	2½	£640	0	0
Trelawny	6	1560	0	0	6	672	0	0
Mary Ann	3	1530	0	0	5	600	0	0
North Pool	15	1500	0	0	½	500	0	0
Seton	5	990	0	0	½	500	0	0
Great Work	7½	852	10	0	¾	512	0	0
Balleswidden	¾	812	0	0	3½	416	0	0
Levant	5	800	0	0				
Total						£14,484	10	0

The above dividends were made from profits of two months in Basset, North Pool, Seton, South Tolgus, Levant, Wheal Reeth, Stray Park, Balleswidden, and Tremayne. And from profits of three months in Trelawny, Mary Ann, Great Work, Providence, and Bedford, and on four months on Wheal Spearne.

At the East Wheal Rose meeting, the accounts for May and June were presented, showing—Balance from last account, 2735*l.* 15s. 3d.; ores sold (less dues), 8942*l.* 19s. 1d.; Cargoll adventurers, for water charge, &c., 80*l.* 15s. 7d. = 11,759*l.* 9s. 11d.—To costs, coals, and merchants' bills, 6012*l.* 14s. 1d.; income tax, 200*l.*; carriage of ore and coals, 348*l.* 16s. 6d.; discount on ore bills, 7*l.* 9s. 4d.; dividend of 20*l.* per share, 2560*l.* = 9128*l.* 19s. 11d.: leaving balance in favour of adventurers, 2630*l.* 10s.

The Balleswidden accounts for the two months ending June showed profit of 767*l.* 0s. 8d. A dividend of 10s. per share (812*l.*) was declared; after paying which there remained on profit and loss account, 1512*l.* 18s. 3d

At the usual two-monthly meeting of South Wheal Frances shareholders, the accounts showed a profit of 1939*l.* 13s. 10d. for the months of June and July, and a dividend of 1984*l.* was declared, being 16*l.* per share, carrying to credit of next account, 1079*l.* 6s. 5d. The mine, we learn, continues to look remarkably well.

A dividend of 500*l.*, being 5*l.* per share, was made in Goginan on the 5th inst., payable at Messrs. John Taylor and Son's.

At a meeting of Bodmin Consols adventurers, the agent's report was read, and considered very satisfactory; and the statement of accounts showed a balance of 138*l.* 18s. 9d. in favour of the adventurers.

At Wheal Henry meeting, the accounts were presented, showing—Balance end of April, 83*l.* 11s. 4d.; labour cost (May and June), merchants' bills, &c., 506*l.* 1s. 7d. = 589*l.* 12s. 11d.—Copper ores sold July 25, 204*l.* 12s. 10d.; other credits, 12*l.* 17s. 1d.—showing loss of 372*l.* 3s., to pay which a call of 1*l.* 18s. per share was made. The report stated that the 80 fm. level has a lode 3 feet wide, with spots of ore and jack; the 100 fm. level is split up; in the 110 the lode is 1 ft. wide, but poor; in the 120 the lode is 3 ft. wide, producing 4 tons of good ore per fathom; and the winze, sinking from the 110 fm. level, is producing 2 tons per fm. The next sampling will be from 40 to 50 tons.

At a meeting of adventurers in the Caradon Mine, it was resolved that the works be continued, and that in consequence of a considerable addition having been made to the sett, it be in future called the Caradon Great Consolidated Mines, and the 146 shares in which the mine is at present held, be divided into 1168. The purser was instructed to enforce payment of arrears on calls—legally, if requisite.

At the meeting of the Llwynmalees Mine, held on Tuesday last, it was deemed advisable, in consequence of the absence of many of the shareholders, to adjourn the proceedings to the 17th inst.

At the first general meeting of shareholders in Calstock United Mines, a very favourable report was read; and, from the locality of this extensive sett being surrounded by some of the most important and productive mines in the eastern district, there is every reason to calculate on the mines becoming permanent and wealthy. The requisite machinery for all necessary purposes is now in course of erection. The productiveness of the tin lodes, and the prospect before them of cutting the copper lodes, with the paid-up capital of 10,000*l.*, are among the most cheering encouragements for the establishment of a good and lasting mine.

At a meeting of Wheal Sarah adventurers, held yesterday, a call of 10s. per share was made; and a deputation was appointed, to be accompanied by Mr. Evan Hopkins, for the purpose of visiting and inspecting the mine. The liabilities of the company had been reduced to 700*l.*

At the West Polgooth meeting, the accounts for June and July, amounting to 563*l.* 1s. 9d., were passed. The engineer's report stated that since the last meeting the operations had been chiefly confined to surface erections, which had comprised an engine-house, counting-house, boiler-house, and store-room

over the boiler-house. The 38-head stamping engine had been fixed, and was nearly ready for work. The machinery to be finished by contract, it was expected would be ready in a few days. Underground the adit level had been cleared from the engine-shaft to the south shaft, several of the former explorations had been opened, and it was expected that in about three months they would see the bottom of the old workings; the directors confidently hope, on arriving at this point, that it will prove a lasting and profitable mine.

At Lelant Consols meeting, the statement of accounts for April, May, and June, showed—Costs on Old Mine, and on Margaret lode, 1412*l.* 19s. 8d.—Sales of tin, 467*l.* 12s. 7d.; other credits, 38*l.* 5s. 1d.—showing loss of 907*l.* 1s. 10d. on the three months; from which deducting cash due to the purser, leaves 741*l.* 15s. 6d. debt on the cost book; to pay which a call of 4*l.* per share was made.

In Foreign Mines, the following shares have been transacted:—St. John del Rey, Copiapo, United Mexican, Santiago, National and Imperial Brazilian Australian, and Linares.

The third interim Report of the Committee of Investigation into the affairs of the Asturian Mining Company is inserted in another column. The meeting of proprietors taking place on Tuesday next, this document is deserving attentive perusal, as containing much respecting the company's affairs that should form subject of comment thereat.

Despatches have been received by the Santiago Company, dated 3d August, with the report for July. At Perseverentia, in the stopes below the 10 fathom level, the lode is from 2 to 3 ft. wide, producing from 3 to 4 tons per fm. In a winze under the 10, east of Thompson's shaft, the lode is from 4 to 5 ft. wide, producing 2 tons per fm. At Ermitano, the lode in the back of the 14 fm. level, east of Goldsmid's shaft, is producing from 4 to 5 tons per fm. The winze below this level is worth from 3 to 4 tons per fm. In the 26 fm. level west the lode is from 2 to 3 ft. wide, yielding from 4 to 5 tons per fm. The raisings for the month are about 150 tons, and the expenditure is $8147.

The Copiapo advices are to the 26th June, with the mining report for May. The returns from the mines of Checo, San Pedro, La Compania, and La Reyna, are given at 58 tons. In Checo Mine no important improvement is noticed; but in a winze sinking under the 30, west of Harman's shaft, the lode holds out great promise. At La Compania the prospects are improving; and San Pedro and La Reyna continue much the same as last reported. The silver mines of Al Fin Hallada continue producing some rich work in several important points. The Merceditas and Colorado Mines have good lodes, occasionally producing some rich work, and in extremely promising ground. The gold mine of Descubridora de Ora is producing some rich work from a lode 9 in. wide. Other places are looking well; but the absence of a small refining furnace is felt much, as a considerable saving would be effected. About the 8th July, it was expected that 460 tons of copper ore, and 1000 mcs. of plata pina, value, 2000*l.*, would be shipped, per *Cecaëlia*, for England.

The usual weekly report from Linares, dated Aug. 24th, advise the progression of the operations going on in the usual manner. The quantity of lead weighed in stock that week was 28 tons 10 cwts., the total amount at the mine and in store at Seville and Malaga, is 275 tons 11 cwts.

HULL, THURSDAY.—MESSRS. T. W. Flint and Co. state that mining shares continue to attract some degree of attention, but with the exception of Tremayne, there is no dealing to any extent. Railways, on the other hand, have been extensively dealt in, especially York and North Midland, York, Newcastle, and Berwick, and Great Northern. They consider the latter line a kind of problem, so various are the opinions. Should it prove a successful undertaking, it will do much to restore confidence in railway investments.

LATEST CURRENT PRICES OF METALS.

LONDON, SEPTEMBER 6, 1850.

ENGLISH IRON. *a*	*per ton.*		
Bar, bolt, &square, London	£5	2 6–5 5	
Nail rods		6	0–6 2 6
Hoops		7	0–7 2 6
Sheets (singles)		7	15 0–8 0
Bars, at Cardiff & Newport		4	10–4 12 6
Refined metal, Wales*		3	5–3 12 6
Do. anthracite*		3	10 0
Pigs in Wales		3	0 0–3 10
Do. do. forge		2	5 0–2 10
Do., No. 1, Clyde ...*net cash*		2	6–2 3 6
Blewitt's Patent Refined Iron for bars, rails, &c., free on board at Newport*		3	10 0
Do., do., for tin-plates, boiler plates, &c., ditto		4	10 0
Stirling's Patent } in Glasgow		2	15 0
Toughened Pigs } in Wales		3	10–3 15
Staffordshire bars, at the works		4	15–5 10
Rails		4	12 6–4 15
Chairs (Clyde)		4	0 0
FOREIGN IRON. *b*			
Swedish		11	7 6–11 15
CCND		18	0 0
PSI		15	0 0
Gourieff		14	10 0
Archangel		13	10 0
FOREIGN STEEL. *c*			
Swedish keg		14	0 0
Ditto faggot		15	0 0
ENGLISH COPPER. *d*			
Sheets, sheathing, & bolts, *p. lb.*		0	0 9
Tough cake	*per ton*	79	10 0
Tile		£78	10 0
Old copper *e*	*per lb.*	8½*d*	
Yellow Metal Sheathing		7½*d*	
FOREIGN COPPER. *f*			
Chili		3	12 0
ENGLISH LEAD. *g*			
Pig	*per ton*	16	10–17 10
Sheet		18	0–18 10
Pipe		19	0 0
Red lead		19	0 0
White ditto		25	0 0
Patent shot		20	10 0
FOREIGN LEAD. *h*			
Spanish, in bond		16	0 0
ENGLISH TIN. *i*			
Block	*per cwt.*	4	3 0
Bar		4	4 0
Refined		4	9 0
FOREIGN TIN *k*			
Banca, H. C.		4	0 0
Ditto, for Export only		—	
Straits		3	18 0
TIN-PLATES. *l*			
IC Coke	*per box*	1	7 6–1 8
IC Charcoal		1	12–1 12 6
IX ditto		1	18 0
SPELTER. *m*			
Plates, warehoused	*per ton*	15	15 0
Ditto, to arrive		15	10 0
ZINC. *n*			
English sheet	*per ton*	20	0 0
QUICKSILVER *o*	*per lb.*	3*s.*	9*d.*

Terms.—*a*, 6 months, or 2½ per cent. dis.; *b*, ditto; *c*, ditto; *d*, 6 months, or 3 per ct. dis; *e*, 6 months, or 2½ per cent. dis.; *f*, ditto; *g*, ditto; *h*, ditto; *i*, ditto; *k*, net cash; *l*, 6 months, or 3 p. ct. dis.; *m*, net cash; *n*, 3 months, or 1½ p. c. dis.; *o*, ditto, 1½ dis.

* Cold-blast, free on board in Wales.

REMARKS.—Welsh bars have continued without any alteration, and a moderate business has been done, but 4*l.* 12*s.* 6*d.* is now asked. Scotch pigs, owing to a revival of the question as to the validity of "makers' scrip," and the uncertainty of whether the Scotch makers will again blow in their furnaces, a decline of fully 1*s.* per ton has taken place. The market closes firmly at 42*s.* 6*d.* for all Nos.—Tin plates are very scarce, and full rates are paid.—Tin still goes on drooping. There are sellers for Banca to-day at 79*s.*, buyers at 78*s.* 6*d.* A parcel of inferior Straits were sold in private sale at 76*s.* 6*d.*, but the value for good quality is 79*s.* with certificate, and 77*s.* without. In English tin there is nothing doing.—Copper has been in extensive demand, and several makers decline selling any but small parcels. The sales of ore at Swansea have gone off at an advance.—Lead, though not active, has been more enquired for.—Spelter has been in considerable demand this week, and about 300 tons sold at 15*l.* 15*s.*, at which there are now buyers.

MONTHLY REPORT.—IRON.—A considerable business was done in Welsh bars and rails in the early part of the month just ended, at 4*l.* 10*s.* to 4*l.* 12*s.* 6*d.* per ton; but the market is now languid, both in Wales and Staffordshire, although sales are not pressed. The exports of British to India, from London and Liverpool, for the first eight months of this year were—

Madras and Calcutta	*Tons*	16,889	against 9288 in 1849	7601	increase.
Bombay		12,464	„ 8730 „	3734	„
China, &c.		6,574	„ 4834 „	1740	„
Total		35,927	22,852	13,075	„

The shipments for eight months of this year were thus within 1500 tons of the supply sent in the whole of 1849, when the largest supply on record was shipped to India. It seems, therefore, clear that either the wants of India have prodigiously increased, or we are sending too much.

SCOTCH PIGS have receded to 42*s.* 6*d.* for mixed Nos., and the market is without life.

The exports of British iron to all parts of the world were—

In 1840	*Tons*	284,000	In 1845 (high prices) *Tons*		370,000
1841		376,000	1846		453,000
1842		381,000	1847		570,000
1843		460,000	1848		644,000
1844		472,000	1849		700,000

Thus the exports have gradually increased during the ten years, until those of the last year of the series are nearly three-fold those of the first. Notwithstanding this, the prices that rule do not cover the cost in any one department, which clearly proves that our production has increased in a proportion exceeding that of our exports.

COPPER was reduced the 13th August to 9*d.* per lb. for sheet, and 78*l.* 10*s.* for tile, and buyers have ever since been freely supplying themselves to such an extent that makers now refuse orders at the market price, so that a speedy rise seems inevitable. The shipments to all India show a decrease this year of about 400 tons.

TIN.—English tin is unaltered.—East India is flatter, and there are some sellers at my quotations; but as the old stock in Holland is nearly exhausted, buyers of Banca will, ere long, have to look for supplies to those who bought at 50¼ fr. (about 84*s.* per cwt.) in the Dutch East India Company's sale on the 6th. Our stock in London is about 1000 tons.

TIN-PLATES in full demand.

SPELTER has again advanced, and none is to be had under 15*l.* 15*s.*, and not much at that. Our stock is 3415 tons, against 1350 tons in 1849.

LEAD is easier in price, and but little doing.

QUICKSILVER is lower by 3*d.* per lb.

LIVERPOOL, SEPT. 6.—We have a continued large inquiry for copper and metal sheathing; but our manufacturers decline entering into further engagements at present prices, as the opinion gains ground that an immediate advance is at hand of 5*l.* per ton, which we consider well based, and fully expect this will take effect at next Tuesday's meeting of the trade. Our market, during the past week, has been cleared of slab copper at a price, as we are informed, of about 72*l.* 10*s.* per ton. Old sheathing copper has been much inquired for; but, in the absence of stocks, the transactions have been to a trifling extent. Iron still continues quiet at 5*l.* for bars. We, however, adhere to our formerly expressed opinion of a moderate rise being about to be established.

GLASGOW, SEPT. 5.—Since date of my last the price of pig-iron has slightly declined, in consequence of some large holders having pressed large parcels on the market for cash. The uncertainty as to whether the makers will determine at their next meeting to continue the present make, is the cause of the late sales. We quote mixed Nos. at 42*s.* 6*d.*—cash.

NEW YORK.—Advices, under date the 24th August, announce that much activity was observable in the market for tin, owing to the intelligence of the public sales in Holland having gone off at higher rates. At New York and Boston some 3000 slabs had exchanged hands, but the terms were kept private. In iron, transactions had taken place to the extent of 800 tons Scotch pig, at $20 25 c., six months; 450 tons from yard, at $20; 90 tons wrought scrap, at $25 25 c. cash; 300 tons Swedes, at $80 to $81; and 100 tons cast scrap, on terms not made public. In pig lead nothing of importance had been done; the quotation continued at $4 55 c to $4 62½ c. cash, per 100 lbs. Zinc and spelter remained inactive, at previous rates. Copper was also without business, and unchanged in value.

LEAD ORES.

TICKETINGS FOR ABOUT 100 TONS LAXEY LEAD ORE.

Douglas, Isle of Man, August 31.

Bidders.	*Price per Ton.*
Walker, Parker, and Co.—Dee Bank (purchasers)	£20 0 0
Mather and Co —Bagillt	19 14 6
Newton, Keates, and Co.—Bagillt	19 2 0
John P. Eyton—Llanerchymor	19 10 0
Sims, Willyams, Nevill, and Co.—Llanelly	19 7 6
Thomas Somers—Bristol	19 13 6
Tamar Smelting Company—Beeralston	18 11 6
Combmartin Smelting Company—Barnstaple	19 0 6
Pontifex and Wood—Newcastle	17 16 6
J. H. Meredith (trustee of the late J. T. Treffry)—Fowey Con.	17 10 0
Locke, Blackett, and Co.—Newcastle	19 0 0

Sold at Galway, 27th August.

Mines.	*Tons.*	*Price per Ton.*	*Purchasers.*
Glengola	26	£ 9 15 0	Taylor & Sons, London

Sold at the Mine, on the 31st August.

Great Wheal Baddern	55	£13 2 6	Combmartin Co.
ditto	24 10 c..	12 16 6	Sims, Willyams, & Co.

Sold at Aberystwith, on the 2d Sept.

East Logrlas	110	£10 12 6	Walker, Parker, & Co.
Frongoch	80	9 12 6	Panther Smelting Co.
Llanfair	44	26 1 6	T. Somers.
Total tons		234 tons (21 cwts.)	

Sold at Liskeard.

Herodsfoot	70	£11 12 0	Sims & Co.

Sold at the Mine.

East Wheal Rose	70	£14 10 0	Sims & Co.
ditto	53	14 5 0	ditto
ditto	31	12 0 0	Walker, Parker, & Co.

Sold in London.

Callington	38	£17 1 6	T. Somers.
ditto	10	10 2 6	Sims & Co.

COPPER ORES

Sampled August 14, and Sold at Swansea, Sept. 3, 1850.

Mines.	*Tons.*	*Prod.*	*Price.*
Berehaven	127	11¾	£8 7 6
ditto	116	11¾	8 7 6
ditto	80	10	7 1 6
ditto	77	11¾	8 6 0
Burra Burra	70	38½	29 3 0
ditto	67	38½	29 3 0
ditto	60	38½	29 5 6
ditto	53	38½	29 5 6
ditto	50	38½	29 5 6
ditto	48	38½	29 3 6
ditto	34	39	29 15 6
Santiago	85	12¼	8 11 6
ditto	73	13¼	9 1 6
ditto	70	12¼	8 16 6
ditto	58	27¼	19 18 6
ditto	51	27	20 1 0
ditto	12	79¼	57 0 0
ditto	7	79¼	57 0 0
ditto	6	17¼	12 16 6
Cobre	66	23½	17 17 0
ditto	65	23¼	18 3 6
ditto	15	18¼	13 15 6
ditto	68	26½	19 5 0
ditto	67	24¼	17 18 6
ditto	64	15¼	11 14 0
Burra Burra	57	39	£29 11 0
ditto	48	36¾	28 13 0
ditto	45	37¼	28 17 0
ditto	43	39¾	30 18 6
ditto	32	37	27 16 0
ditto	30	36¼	27 16 6
German Ore	60	7¼	5 2 6
ditto	57	7¼	5 2 6
ditto	25	13¼	9 19 0
ditto	5	6¼	4 4 6
ditto	67	6¼	4 7 6
ditto	35	7¼	4 16 6
Waterloo Slag	50	2¾	1 5 6
ditto	44	5¼	3 3 0
ditto	28	2¼	1 5 6
ditto	Withdrawn.		
Cuba	100	11¼	8 11 6
ditto	6	36¼	27 0 6
ditto	4	28¼	21 5 0
Knockmahon	96	7¼	5 9 6
Kaw-aw	36	1¼	0 9 0
ditto	15	10¼	7 2 6
Cronebane	3	39¼	28 17 6
Tigrony	3	38¼	28 17 6

TOTAL PRODUCE.

Berehaven	400	£3240	4 6	Waterloo Slag	122	£ 238 1 0
Burra Burra	382	11178	2 6	Cuba	110	1104 13 0
Santiago	362	5360	0 0	Knockmahon	96	525 12 0
Cobre	345	5824	17 6	Kaw-aw	51	123 1 6
Burra Burra	255	7411	18 6	Cronebane	3	86 12 6
German Ore	249	1331	10 0	Tigrony	3	86 12 0

COMPANIES BY WHOM THE ORES WERE PURCHASED.

	Tons.	Amount.
English Copper Company	121¾	£1241 4 10
Freeman and Co.	118¾	1199 10 4
Grenfell and Sons	713¾	8145 13 10
Sims, Willyams, and Co.	548	6583 8 0
Vivian and Sons	205	5457 0 0
Williams, Foster, and Co.	503	10055 18 0
British and Foreign Copper Company	86	1773 12 6
Mason and Elkinton	82	2054 18 0
Total	2378	£36,511 5 6

Copper ores for sale Sept. 17—Cobre 97, ditto 96, ditto 94, ditto 54, ditto 45, ditto 10, ditto 117, ditto 106, ditto 69, ditto 66, ditto 63, ditto 83, ditto 74, ditto 72, ditto 44, ditto 42—Cuba 100, ditto 94, ditto 76, ditto 62, ditto 57—Kaw-aw 50, ditto 43, ditto 14, ditto 54, ditto 34—Knockmahon 64, ditto 42—Gartnadyne 27—Ballinoe 15—Kapunda 39—Vine Slag 11—Burra Burra 2.—Total, 1916 tons (21 cwts.)

AVERAGES.

	Produce.	Price.	Standard.
British	9½	£ 6 13 6	£93 3 0
Foreign	24¾	18 8 6	83 14 6
Sale	20¾	£15 7 0	£84 18 0

Totals—British 624; Foreign, 1754 = 2378 (21 cwts.)

AVERAGES OF LAST SALE.

	Produce.	Price.	Standard.
British	10¾.	£ 7 3 6	£90 12 0
Foreign	25½	18 9 9	90 5 0
Sale	20¾	£14 18 0	£84 6 0

Totals—British, 861; Foreign, 1871 = 2732 (21 cwts.)

COPPER ORES.

Sampled August 21, and Sold at White's Hotel, Pool, Sept. 5.

Mines.	*Tons.*	*Price.*
North Roskear	102	£6 10 0
ditto	101	5 19 6
ditto	92	5 3 6
ditto	79	6 1 6
ditto	78	1 13 0
ditto	61	7 1 0
ditto	58	7 11 6
ditto	54	5 5 6
ditto	45	1 15 0
North Pool	105	3 10 6
ditto	98	3 12 0
ditto	92	3 11 0
ditto	91	3 18 0
ditto	86	2 13 0
ditto	80	2 5 0
ditto	61	2 17 0
ditto	46	2 11 6
Tincroft	116	2 16 6
ditto	93	4 1 0
ditto	71	2 2 6
ditto	65	5 0 0
ditto	64	5 5 6
ditto	61	6 8 0
ditto	60	5 14 0
ditto	56	1 13 0
ditto	55	5 2 6
ditto	10	30 10 0
Consolidated	93	6 16 0
ditto	92	4 3 6
ditto	86	5 5 6
Consolidated	79	£6 11 0
ditto	72	4 8 0
ditto	64	5 14 6
ditto	54	6 12 0
ditto	49	4 8 6
Wheal Seton	82	4 8 0
ditto	81	4 14 6
ditto	75	2 4 0
ditto	63	6 11 0
ditto	57	6 4 6
ditto	46	2 19 0
Wheal Basset	94	3 13 0
ditto	79	3 10 6
ditto	67	18 13 6
ditto	60	7 2 6
ditto	59	5 3 0
ditto	16	6 12 6
Fowey Consols	105	6 10 6
ditto	104	5 17 0
ditto	69	2 18 0
South Wh. Frances	84	7 16 6
ditto	76	7 19 0
ditto	50	12 14 0
ditto	20	5 15 0
Charlestown United	54	6 18 6
ditto	12	1 4 6
Wh. Clifford	17	1 13 6
ditto	8	5 9 6
Copper Bottom	21	4 14 6
Wh. Banna	20	4 13 6

North Roskear	670	£3584	4 0	Fowey Consols	278	£1493 12 6
North Pool	659	2104	12 6	South Wh. Frances	230	2011 10 0
Tincroft	651	2929	10 0	Charlestown United	66	388 13 0
Consolidated	589	3244	0 6	Wh. Clifford	25	72 5 6
Wh. Seton	404	1811	14 0	Copper Bottom	21	99 4 6
Wh. Basset	375	2710	3 0	Wh. Banna	20	93 10 0

Average Standard ..... £104 13 0 | Average Produce 7¼
Average Price per ton £5 2 6
Quantity of Ore ..... 3988 tons | Quantity of Fine Copper, 310 tons 2 cwts.
Amount of Money £20,542 19 6

LAST SALE.—Average Standard ..... £104 14 0.—Average Produce 6¾
Standard of corresponding sale last month, 102*l.* 18*s.*—Produce, 7.

COMPANIES BY WHOM THE ORES WERE PURCHASED.

	Tons.	Amount.
Mines Royal	127	£ 539 5 3
Vivian and Sons	578	2491 10 0
Freeman and Co.	683	2889 19 6
Greenfell and Sons	1336	6478 8 0
Crown Company	117	613 0 9
Sims, Willyams, and Co.	217	1394 16 9
Williams, Foster, and Co.	536	4452 11 6
Schneider and Co.	394	1683 7 9
Total tons	3988	£20,542 19 6

Copper ores for sale on Thursday next, at Andrew's Hotel, Redruth.—Mines and Parcels.—Carn Brea 841—Tywarnhayle 493—Wheal Buller 448—Par Consols 309—Levant 230—Alfred Consols 216—West Wheal Treasury 169—Wheal Tremayne 129—Polberro Mine 129—Pendarves Consols 60—Wheal Agar 57—Trezise's ore 14—Trelyon Consols 11.—Total quantity of ore to be sold, 3106 tons.

PRICES OF MINING SHARES.

BRITISH MINES.

Shares.	Company.	Paid.	Price.
1000	Abergwesain (silver-lead), South Wales	9	—
1024	Alfred Consols (copper), Hayle, Cornwall	8½	38 40 42
1248	Allt-y-Crib (silver-lead), Talybont, Cardiganshire	5	5 5½
1624	Ballieswidden (tin), St. Just, Cornwall	9	14
128	Balnoon Consols (tin), Uny Lelant, Cornwall	42½	20
3650	Bawden (silver-lead), Cornwall	¼	¼ ¼
4000	Bedford United (copper), Tavistock, Devon	2½	4¼ 4¼
1280	Birch Tor and Vitifer (tin), Dartmoor, Devon	10½	7¼ ¾
1500	Bishopstone (silver-lead), South Wales	1½	10
5000	Black Craig (lead), Kirkcudbrightshire	5	5
8000	Blaenavon (iron), South Wales	50	12½
1024	Bodmin Consols (lead), Wadebridge, Cornwall	3	3
5000	Bodmin Moor Consols (tin and copper), Bodmin, Cornwall	1	3
60	Bosorn (tin), St. Just, Cornwall	3½	10 12½
100	Botallack (tin and copper), St. Just, Cornwall	182	130
2000	Bottle Hill (tin and copper), Plympton, Devon	2	2
1500	Bridford Wheal Augusta (lead), Bridford, Devon	¼	—
10000	British Iron, New, regis. (iron), South Wales	10	8
—	Ditto ditto, scrip	10	10
2400	Bryn-Arian (lead), Cardiganshire	2	2¼ 3
107	Budnick Consols (tin), Perranzabuloe, Cornwall	52½	10 11¼
406	Butterdon (lead), Menheniott, Cornwall	1¼	2 3
2000	Bwich Consols (silver-lead), Cardiganshire	—	4¼
1000	Callington (lead and copper), Callington, Cornwall	26	6 6¼ 7
1000	Camborne Consols (copper), Camborne, Cornwall	7	4
20000	Cameron's Steam Coal (coal), Swansea, Wales	7	—
1168	Caradon Great Cons. Mines (copper), Linkinhorne, Corn.	22½	10
256	Caradon United (tin and copper), St. Cleer, Cornwall	24	5 8
1536	Caradon Vale (copper and lead), St. Ive, Corowall	¾	1¼ 1½
1000	Carbona (tin and copper), Crowan, near Camborne	5	10
1000	Carn Brea (copper and tin), Illogan, Cornwall	15	115 125
3000	Carthew Consols (cop. & lead), near Wadebridge, Cornwall	3½	7
132	Carvannall (copper), Gwennap, Cornwall	21¾	60 80
200	Cefn Bruno (lead), Cardiganshire	4	9
113	Charlestown (tin and copper), St. Austle, Cornwall	220	—
500	Combiawn (lead), Callington, Cornwall	5¼	4¼
128	Comfort (copper), Gwennap, Cornwall	45	110
256	Condurrow (copper and tin), Camborne, Cornwall	20	110 112½
2560	Cook's Kitchen (copper and tin), Illogan, Cornwall	14	6 6¼
1000	Coombe Valley Quarry (slate), St. Ginnis, Cornwall	8	2
1000	Copper Bottom (copper), Crowan, Cornwall	5	7
900	Court Grange (silver-lead), Cardiganshire	9	10
211	Craddock Moor (copper), St. Cleer, Cornwall	27	8
256	Crane and Bejawss, Camborne	2	10
1000	Cwm Erfin (lead), Cardiganshire	4	3¼ 3½
128	Cwmystwith (lead), Cardiganshire	60	70
1000	Daren (silver-lead), Cardiganshire	2	8 8½
7100	Derwent (silver-lead), Durham	10	3
1040	Devon and Courtenay Consols (copper), near Tavistock	11½	3
1024	Devon Great Consols (copper), near Tavistock	1	225 230
1000	Dhurode (copper), Ireland	2	5
182	Dolcoath (copper and tin), Camborne	30	50
2560	Drake Walls (tin and copper), Calstock, Cornwall	6¼	2¼ 3
10000	Durham County Coal (coal), Durham	45	9
3000	Dyfngwm (lead), North Wales	10	10
1024	East Balleswidden (tin), Sancreed, Cornwall	½	½
2500	East Birch Tor (tin), North Bovey, near Ashburton	3	3
1024	East Bullier (copper), near Redruth, Cornwall	2	5 5½
128	East Carn Brea (copper), Redruth, Cornwall	1	2¾
2048	East Crowndale (tin), Tavistock	7¾	¾ ¾
150	East Daren (lead), Cardiganshire	11	21
256	East Godolphin (copper), Crowan, Cornwall	13½	13
4000	East Gunnis Lake Junction (copper), Gunnis Lake	¼	¾ ¾
128	East Pool (tin and copper), Pool, Illogan, Cornwall	15	60 62½
256	East Seton and Wheal Maude, near Redruth, Cornwall	—	4¼
9000	East Tamar Consols (silver-lead), Beer Ferris, Devon	1¼	1¼ 1¼
256	East Tolgus (copper), Redruth, Cornwall	1¼	8
1000	East Trescoll (tin), Lanivet, near Bodmin, Cornwall	1	1¼
128	East Tywarnhayle (copper), St. Agnes, Cornwall	1	9¼
128	East Wheal Ager (copper), St. Cleer, Cornwall	—	—
94	East Wheal Crofty (copper), Illogan, Cornwall	125	110
128	East Wheal Rose (silver-lead), Newlyn, Cornwall	50	500 525
1280	Esgair Llee (lead), Llanfihangel-y-Croythin, Cardigan	2	3 3¼
248	Exmoor Wheal Eliza (copper), South Molton, Devon	11	8 10
494	Fowey Consols (copper), Tywardreath, Cornwall	40	30
1024	Freidd Llwydd Mines (lead), Wales	1¼	3¼
256	Garras (lead), near Truro	41	23
4000	General Mining Company for Ireland (copper), Ireland	1¼	4
100	Goginan (lead), Cardiganshire	5	200
256	Gonamena (copper), St. Cleer, Cornwall	44¼	16
2500	Georgia Consols (tin), St. Ive's, Cornwall	2	3
256	Grambler and St. Aubyn (copper), Redruth, Cornwall	80	17¼
96	Great Consols (copper), Gwennap, Cornwall	1000	250
512	Great Wheal Baddern (tin and silver-lead), Kea, Cornwall	20	85 90
512	Gt. Wh. Rough Tor Consols (copper), near Camelford	24¾	20
6000	Growa Slate Company, Camelford, Cornwall	5	5
1026	Gustavus Mines (copper), Camborne	3	2¾ 3
1024	Hawkmoor (copper), Calstock, Gunnis Lake	5	15
6000	Heigaston Down Consols (copper), Calstock, Cornwall	2¼	2¾ 3
1500	Hennock (silver-lead), Hennock, near Exeter, Devon	26s	2¾ 3
512	Herodsfoot (lead), near Liskeard	16	14
10000	Hibernian (copper), Ireland	12½	1¾
1000	Holmbush (lead and copper), Callington	23	12 15
1900	Keswick (lead), Portinscale, near Keswick	10	2 3
1024	Kingsett & Bedford (lead & copper), St. Mary Tavy, Devon	3¾	3
787	Kirkcudbrightshire (lead), Kirkcudbrightshire, Scotland	8½	7
2048	Lamherooe Wheal Maria (copper and tin), Lamerton	10	4
252	Lanarth Consols (copper), Gwennap, Cornwall	—	10
256	Lelant Consols (tin), Uny Lelant, Cornwall	53	19
160	Levant (copper and tin), St. Just, Cornwall	—	160
1000	Lewis (tin and copper), St. Erth, Cornwall	17	12 13 17
100	Lisburne (lead), Cardiganshire	75	600
1000	Llwynmaleos (lead), Cardiganshire	9½	9 10
3500	Llynvi Iron (iron), North Wales	50	50
6000	Marke Valley (copper), Caradon, Cornwall	10	¾ 1
5000	Mendip Hills (lead), near Bristol	3¾	1¾ 2¼
128	Mutha (lead) Newlyn, Cornwall	34	—
256	Mineral Court (tin), St. Stephens, near St. Austle	13½	30 35
20000	Mining Co. of Ireland (copper, &c.), Waterford, Ireland	7	4¼ 5
1024	Moditonham & Marrabro' (copper & lead), Botus-fleming	1¼	3¼
1024	Montgomery (lead and copper), Montgomeryshire	6	10¼ 11
3000	Nant-y-Car (copper), near Rhayader, Breconshire	—	5
1024	New East Crowndale (copper and tin), Tavistock	2	2
6000	North Wheal Basset (copper and tin), Illogan, Cornwall	—	15 20
1024	North Buller (copper), Redruth, Cornwall	2	5
256	North Tolgus (copper), Redruth, Cornwall	2¼	2¼
100	North Pool (copper and tin), Pool, Cornwall	45	410
140	North Roskear (copper), Camborne, Cornwall	5¼	160
262	North Wheal Leisure, Perranzabuloe, Cornwall	1¼	1¾
512	North Wheal Vor (tin), Breage, near Helston, Cornwall	—	5
128	Par Consols (copper), St. Blazey, Cornwall	55¾	650
1026	Pendarves Consols (copper), Camborne, Cornwall	2	6¼
1000	Pendarves and St. Aubyn (copper), Camborne, Cornwall	4	5¾ 6
4934	Pennant and Craigwen (lead), Wales	3	5 5½
2048	Pentire Glaze, United (silver-lead), St. Mervin, Cornwall	3	5
1000	Penybank and Ercloyd (lead), Cardiganshire	4	6
1024	Penzance Consols (tin), Sancreed, Cornwall	22s 3d	2¾
1000	Peter Tavy and Mary Tavy (copper), Tavistock, Devon	2¼	3¼ 4
512	Plymouth Wheal Yeoland (tin), Plymouth, Devonshire	6¼	6
112	Providence Mines (tin), Uny Lelant, Cornw

BRITISH MINES—*Continued.*

Shares.	Company.	Paid.	Price.
1000	Tyllwyd (lead), Cardiganshire	2	2¼
600	Tywarnhayle (copper), Illogan and St. Agnes	50	50
300	United Mines (copper), Gwennap	50	160
5000	Warleggan Consols (copper), Cornwall	¼	2
256	Wellington Mines (copper and tin), Perranuthnoe, Corn.	25	30
128	West Buller (copper), Redruth, Cornwall	10	650
256	West Caradon (copper), Liskeard	20	92½
512	West Fowey Consols (tin and copper), St. Blazey	40	60
1024	West Par Consols (copper), St. Blazey, Cornwall	5	—
2500	West Polgooth (tin), St. Ewe and St. Mewan, Cornwall	5	7
512	West Providence (tin), St. Erth, Cornwall	10	10 20
200	West Seton (copper), Camborne, Cornwall	45	110 115
128	West Trethellan (copper), Gwennap, Cornwall	5	20
512	West Wheal Frances (copper), Illogan, Cornwall	1½	10
1024	West Wheal Friendship (copper), Devon	3	3 4
3845	West Wheal Jewel (tin and copper), St. Day, Cornwall	12	2½ 3½
940	West Tolgus and Treloweth (copper), Illogan, Cornwall	12½	5¼
500	West Wheal Towan (copper), Illogan, Cornwall	5	11 12
256	West Wheal Treasury (copper), Gwinear, Cornwall	11¼	9
1024	West Wheal Virgin (tin), Sancreed, Cornwall	¼	2
5300	Wicklow (copper), Wicklow, Ireland	5	16½
5000	Wicklow (copper and sulphur), Wicklow, Ireland	3	3¼ 3½
107	Wheal Adams (lead), Christow, Exeter	130	150
1000	Wheal Agar (copper), Illogan, Cornwall	—	5 6
256	Wheal Albert (copper), Cornwall	10	28 29
128	Wheal Ann (tin), near Helston, Cornwall	—	50¼
2049	Wheal Arthur (lead), Calstock, Cornwall	2	2
120	Wheal Bal (tin), St. Just, Cornwall	10	22
256	Wheal Benny (copper), Calstock, Cornwall	19¼	5
1024	Wheal Bray (copper), Alternum, Cornwall	11¼	—
232¼	Wheal Calstock, Calstock, Cornwall	9	10
256	Wheal Carpenter (tin and copper), Gwinear, Cornwall	—	12
268	Wheal Courtenay (copper), Cornwall	20	23
1024	Wheal Crebor (copper), Tavistock, Devon	1½	3 3½
500	Wheal Daniell (copper), Chacewater	2½	—
182	Wheal Elizabeth (copper), Redruth, Cornwall	9	45 47
1024	Wheal Emily (lead and antimony), near Plymouth	¾	5½ 6
1024	Wheal Fortescue (copper), near Tavistock, Devon	4½	—
764	Wheal Franco (copper), near Tavistock, Devon	27	6 8
100	Wheal Friendly (tin), St. Agnes, Cornwall	70	66½
128	Wheal Friendship (copper), Devon	—	120
4000	Wheal Golden (lead), Peranzabuloe, Cornwall	2	5 6
1000	Wheal-an-Grose (tin), St. Columb Major, Cornwall	5	5 6
256	Wheal Harriet (copper), Camborne, Cornwall	—	20
100	Wheal Henry (copper), Kea, near Truro, Cornwall	—	40
1024	Wheal Jane (lead), Landulph	1½	3½
256	Wheal Kingston	¼	1¼
6000	Wheal Langford (copper and silver-lead), Callington	¼	1 3
2000	Wheal Langmaid (lead), Devon	¼	¼
112	Wheal Margaret (tin), Uny Lelant, near Hayle	79	170 175
512	Wheal Mary Ann (lead), Menheniot	5	45 46
1024	Wheal Neptune (copper), Perranuthnoe, Cornwall	1	1½
360	Wheal Oak, near Helston, Cornwall	25½	5
3000	Wheal Penhale (lead and copper), Cornwall	2	6
128	Wheal Plenty (copper), Redruth, Cornwall	15	20
128	Wheal Pollard (copper), St. Cleer, Cornwall	15½	—
210	Wheal Prospect	4	7
120	Wheal Reeth (tin), St. Ive's, Cornwall	41	120
198	Wheal Seton (copper), Camborne, Cornwall	107	260 270
1056	Wheal Sarah (silver-lead), St. Kew, Cornwall	5	6
512	Wheal Sophia (silver-lead), Lezant, Cornwall	6½	7
128	Wheal Squire (copper), St. Erth, Cornwall	—	5
1000	Wheal Susan, Breage and Crowan, Cornwall	¼	2
512	Wheal Trefusis (copper), Gwennap, Cornwall	4¼	5
1100	Wheal Trescoll (tin), Lanivet, near Bodmin, Cornwall	6¼	10
520	Wheal Trelawny (silver-lead), near Liskeard, Cornwall	3½	41
256	Wheal Tremaine, St. Ervan, Cornwall	9½	2½
1024	Wheal Tremayne (tin and copper), Gwinear, near Hayle	9½	13½ 14
267	Wheal Tryphena (tin and copper), Camborne, Cornwall	40	62½
126	Wheal Union (copper), Redruth, Cornwall	—	38 40
512	Wheal Venton (lead), Cornwall	2½	3¾
1000	Wheal Vincent (tin), Alternum, Cornwall	5½	7
128	Wheal Violet (tin and copper), St. Stephens, St. Austle	2	2
184	Wheal Vyvyan (copper and tin), Constantine, Cornwall	—	60
—	Wheal Zion, Calstock	1	1

FOREIGN MINES.

5000	Alten Mining Company (copper), Norway	14¼	2¼ 2½
15000	Asturian Mining Company (coal, iron, &c.), Spain	15	1½ 2
20000	Australian (copper), South Australia	4	2 2½
6000	Barossa Range (copper), South Australia	1½	¾
10000	Brazilian Imperial (gold), Brazil	23	5½ 6½
12000	Cobre Copper Company (copper), Cuba	40	31½ 32 33
10000	Copiapo Mining Company (copper), Chili	14	4½
20000	General Mining Association (iron & coal), Nova Scotia	20	12½ 13
5000	Kinzigthal Mining Association (silver), Germany	2	¾
5000	Linares (lead), Spain	3	2¼ 2½
500	Ditto New	3	3
5051	Mexican Company (silver), Mexico	39½	—
20000	Mexican and South American (silver), Mexico	8	1 1½
5000	National Brazilian (gold), Brazil	30	3½ 3
104000	North British Australasian (copper), S. A. & New Zea.	1	½ ¾
7000	Royal Santiago (copper), Cuba	10	9 10
11000	St. John del Rey (gold), Brazil	15	15½
43174	United Mexican (silver), Mexico	Av. 28½	5½ 5¾
10000	Worthing (copper), Adelaide, South Australia	2	2

CORNISH STEAM-ENGINES.

[Abstract from Browne's *Cornish Engine Reporter*, from July 20 to August 21.]

PUMPING-ENGINES.

Number reported	28
Average load per square inch on the piston, in lbs.	13·8
Average number of strokes per minute	5·0
Gallons of water drawn per minute	5345
Average duty of 20 engines—being million lbs. lifted 1 foot high, by the consumption of 1 cwt. of coals	65·6
Actual horse-power employed per minute	1076·5
Average consumption of coals per horse-power per hour, in lbs.	4·1

ROTARY-ENGINES—WHIMS.

Number reported	20
Number of kibbles drawn	77,495
Average depth of drawing, in fathoms	133·2
Average number of horse-whim kibbles drawn the average depth, by consuming 1 cwt. of coals	50·7
Average duty of 13 engines, as above	18·7

STAMPS.

Number reported	7
Average number of strokes per minute	12·4
Average duty of 7 engines, as above	41·8
Actual horse-power employed per minute	231·6

PUMPING-ENGINES DOING HIGHEST DUTY.

Fowey Consols	80-inch single	*Millions* 98·4
Par Consols	80-inch single	98·4
Great Polgooth	80-inch single	85·5
Par Consols	72 and 36-inch Sims's combined	82·6
Stray Park	60-inch single	79·0
West Fowey Consols	60-inch single	78·6
Trelawny	50-inch single	74·5
Callington	50-inch single	72·1

WHIM-ENGINES.

Fowey Consols	22-inch double	*Millions* 28·4
Par Consols	24 & 13-inch Sims's combined	23·6
Great Polgooth	22-inch double	23·1
ditto	22-inch double	23·0
Fowey Consols	22-inch double	22·5
Trelawny	24 and 14-inch Sims's combined	19·8

STAMPING-ENGINES.

Great Polgooth	35-inch double	*Millions* 56·8
Pincroft	36-inch double	50·8
Tamar	30-inch single	48·1

COAL MARKET, LONDON.

PRICE OF COALS PER TON AT THE CLOSE OF THE MARKET.

MONDAY.—Clavering's New Tanfield 12—Creswell Main 11 6—Dean's Primrose 12 9—East Adairs Main 12—Holywell 13 9—Ord's Main 13—Ravensworth West Hartley 14 3—Tanfield Moor 11 6—Tanfield Moor Butes 11 6—Townley 13—West Wylam 13—Wall's-End Acorn Close 14—Bewicke and Co. 14—Gosforth 13 9—Heaton 14—Hedley 13 9—Hilda 13 3—Lawson 13 3—Morrison 14—Northumberland 13 6—Original Gibson 13—Riddell 13 6—Wharncliffe 13 9—Eden Main 14 3 and 14 6—Belmont 14 6—Braddyll 15 3—Hetton 15 9—Haswell 15 9—Scarborough 14 3—Stewart's 15 9—Caradoc 14 6—Kelloe 14 9—South Hartlepool 14 6—Adelaide Tees 15—Brown's Deanery 13 9—Maclean's Tees 13 6—Seymour Tees 13 9—Tees 15 6—West Cornforth 13 3—Birchgrove Graigola 20—Cowpen Hartley 14 9—Hetton Nuts 11—Hartley 14—Snapethorpe 13.—Ships at market, 101; sold, 69.

WEDNESDAY.—Bell and Co.'s Hartley 13—Carr's West Hartley 15—Chester Main 13—Creswell Main 11 9—Dean's Primrose 12 9—East Adairs Main 12—Holywell 13 9—Ord's Main 13—Ravensworth West Hartley 14 6—Tanfield Moor 11 9—Tanfield Moor Butes 11 6—Townley 14—West Wylam 12 9—Wylam 13 3—Wall's-End Bewicke and Co. 14—Elm Park 14—Gosforth 13 9—Harton 13 9—Hotspur 13 6—Heaton 14—Hedley 14—Hilda 13 6—Northumberland 13 6—Original Gibson 14—Walker 13 6—Washington uncreened 11 9—Eden Main 14 6 to 14 9—Lambton Primrose 14 6—Belmont 14 6—Hetton 15 9—Haswell 15 9—Kepier Grange 14 6—Lambton 15 3—Lumley 14—Richmund 14 9—Russel's Hetton 15 3—Scarborough 14 3—Stewart's 15 9—Backhouse 14 6—Caradoc 14 6—Hesselden 13 9—Heugh Hall 14 6—Howdon 14 3—Kelloe 14 9—South Kelloe 14 6—Whitworth 13—Seymour Tees 13 9—Tees 15 6—Birchgrove Graigola 20—Cowpen Hartley 15—Derwentwater Hartley 15—Gwaen Cae Gurwen 24—Hetton Nuts 11 6—Hartley 14 6—Ships at market, 147; sold, 115.

FRIDAY.—Bell and Co.'s Hartley 13—Carr's Hartley 15—East Adair's Main 12—Holywell 14—Ord's Main 13—Ravensworth West Hartley 15—Tanfield Moor 12—Tanfield Moor Bute's 12—Townley 13—West Wylam 13—Wylam 13 3—Wall's-End Acorn Close 14 6—Bewicke and Co. 14 3—Gosforth 14 3—Harton 14—Morrison 14 3—Original Gibson 14—Eden Main 14 9—Braddyll 15 6—Hetton 15 9—Haswell 16—Kepier Grange 15—Lambton 15 6—Richmund 14 9—Russel's Hetton 15 6—Scarborough 14 6—Stewart's 16—Backhouse 14 9—Hesselden 14—Heugh Hall 14 9—Kelloe 15—South Hartlepool 15—South Kelloe 14 9—West Kelloe 14 3—Gordon 13 9—Maclean's Tees 13 9—Seymour Tees 14 3—Tees 15 9—West Cornforth 13 9—Derwentwater Hartley 15—Hartley 14 9—Mixon's Merthyr and Cardiff 21.—Ships at market, 98; sold, 77.

NOTICES TO CORRESPONDENTS.

*** We must impress upon our correspondents, the necessity of invariably furnishing us with their names and addresses—not that their communications should, consequently, be noticed, but as an earnest to us of their good faith.

DEVON GREAT CONSOLS MINING COMPANY.—The able and interesting account of these valuable mines, by Mr. J. H. Murchison, having been for some time out of print, and that gentleman having consented to revise it up to this time for re-publication, we intend, in an early number, to present it again to our readers.

"A Landowner" (Callington) writes—"Will one of your correspondents be kind enough to aswer the following question? Whether I have a right to fill in a dangerous deep open cutting, or lobby, being the tail of an adit (driven more than 20 years since), which empties itself in a valley is my land, not under any mining grant? The adit, after a few fathoms, passes through the land of another person, also not granted, and then into the land of a person who has granted a sett of the same, now at work."

NEW STEAM-ENGINE.—A correspondent writes—"Since the days of the justly-celebrated Watt, the steam-engine remains substantially the same as he left it; and although many changes and new adaptations have been attempted, it cannot be said that any essential improvement has taken place, or that anything has been done to make one form of engine decidedly superior to another, still less to make it so clearly so as to render its adoption a matter of necessity by other makers. Under these circumstances, we may say that this description of steam-engine has reached its *ne plus ultra*, since the experience and practice of 50 years has brought forth no improvement; and, we think, we are warranted in saying, that if there is to be any it is to be sought for in a different direction, and, therefore, with pleasure announce the appearance of a new steam-engine, the object of which is to obtain a direct action from the power of steam. This has been a desideratum with all engineers, from the time of Watt, inclusive, till the present day, and that illustrious man, convinced of its superiority, made two or three attempts in this direction, but the multiplicity of his avocations prevented his pursuing them with success, and the repeated failures since then have created a strong prejudice in the minds of machine-makers against them. This should not, however, prevent a fair consideration of the present engine, which promises to be of the greatest benefit to the makers and users of these articles, and especially to proprietors of steam-vessels, as requiring less stowage, and combining, with an efficient power, greatly diminished cost, durability, and simplicity."

"R." (Newcastle).—Further particulars can be obtained on application of Mr. A. Barrett, 34, Dowgate-hill.

"An Enquirer."—The Scottish Australian Investment Company was established in 1840 it has regularly paid a fair dividend, and now occupies a highly respectable position in the colony. The company undertakes the management of the pecuniary affairs of individuals having property in the colony of New South Wales, by collecting and remitting the revenue arising from mortgages, bank stock, as well as the proceeds of bills, and generally of all debts due in the colony to residents in Europe. The head office at Australia is in O'Connell-street, Sydney; the cashiers and principal agents are Messrs. Stronach and Grainger, advocates, Aberdeen.

"An Agent" (St. Just).—A company was projected, a short time since, for working some mines in Rowley Regis, near Dudley, under the title "Staffordshire Coal Mining Association;" but we have never heard whether the parties were successful in its formation.

"T. M."—The High Level Bridge, across the Tyne, is remarkable for its double roadway, the top being used for railway purposes, while the suspended platform at the springing of the arches forms a road for public traffic. The thrust of the arches is resisted by horizontal ties of wrought-iron, so that any settlement in the piers may not disturb the equilibrium of the arches. This precaution was the more requisite, as the foundations were extremely bad. The cost of this elegant viaduct was as follows:—

	Ashlar.	Rubble.	Concrete.
Masonry in piers, *Cubic feet*	321,387	23,678	46,224
Ditto in land arches of approaches	360,222	92,718	—
Total	681,609	116,396	46,224
Weight of cast-iron in the whole, *Tons*			4728½
Ditto wrought-iron			321½
Total weight of iron in tons			5050
Cost of masonry, including coffer dams, &c.			£120,000 0 0
Iron-work, including road and railway, entrances, gates, &c.			114,450 0 0
Total cost			£234,450 0 0

The weight of the iron-work is thus about 6 tons per foot run, and the cost about 22*l.* per ton; while the weight of the iron-work on the Britannia-bridge is only 7·5 tons per foot run. Indeed, if we take into account the magnitude of the span, and compare the cost with that of any other structure enlarged to the same dimensions, we shall find the Britannia-bridge equally remarkable, whether we consider its economy, its weight, its practical advantages in construction, or its unprecedented magnitude.

A description of the Tweed Railway Viaduct appeared in last week's Journal.

"A Subscriber" (Leith).—Prof. Liebig's "Researches on the Motion of the Juices in the Animal Body," was published by Taylor and Walton, Upper Gower-street.

An elaborate paper on the Treatment of Copper Ores will appear in our next Journal.

"An Agent (City).—The New East Crowndale Mine is in Whitchurch, Devon. We are not aware whether she is in work; Capt. Carpenter, Tavistock, will readily answer any inquiry.

"M. R. S." (Treloweth).—The communication is declined: we cannot allow matters of private scandal to appear in our columns.

IRON SHIPS OF WAR.—In our last Number, by error, the name of Lieut. Walker, R.M., appeared, instead of Lieut. Walter, R.M.—a gentleman well known as the projector of the Southampton and London and Greenwich Railways, and whose devotion to science has been oft noticed in our Journal. We may add, that in addition to the advantages contemplated by the kamptulicon, that of its being a non-conductor is one of the not least important, the difficulties arising in iron ships, with regard to the compass, being thus obviated—a binnacle to test this property having been constructed.

H. Jones (Broad-street).—The mines of Pont Pean are in the vicinity of Rennes, the ancient capital of the province of Bretagne; the present manager and concessionaire of the mine is Mr. J. Hunt. From the slags and halvans left by the old company, there was extracted, up to March, 1849, 1185 kilogrammes of silver, of the estimated value of 237,092 fr., and 500,000 kilogrammes of lead=250,000 fr.—making a total value of 487,092 fr., equal to about 19,404*l.*

Mr. G. B. Thorneycroft on the Manufacture of Malleable Iron, with the Results of Experiments on the Strength of Railway Axles: Mr. Craddock on Patent Law and Patent Right; Mr. J. J. Lake on Some of the Uses of Pyrogen in Nature; Mr. Franklin Coxworthy on Faulty Doctrines the Promoters of Disease, and the Waste of Public and Private Resources; an article on Foreign and British Ornamental Glass at the Exposition; also on Galvanic Soldering; a description of the Electric Indicator; New White Zinc Paint; and several other matters, will appear in our next Journal.

*** It is particularly requested that all communications may be addressed—
TO THE EDITOR,
Mining Journal Office,
26, FLEET-STREET, LONDON.
And Post-office orders made payable to Wm. Salmon Mansell, as acting for the proprietors.

THE MINING JOURNAL
Railway and Commercial Gazette.

LONDON, SEPTEMBER 7, 1850.

The MINING JOURNAL is published at about Eleven o'clock on Saturday morning, at the office, 26, Fleet-street, and can be obtained, before Twelve, of all news agents, at the Royal Exchange, and other parts of London.

It is very unadvisable for any one to attempt to write on a subject of which he is entirely ignorant; for, particularly if he endeavours to "come out strong," he is certain of giving proofs of his want of knowledge. We are led to make this remark, from an article on the directors' report of the WORTHING MINING COMPANY, which has appeared in the September number of the *South Australian News*. In the first place, the writer has evidently never seen the report itself, but has copied the abstract, which appeared in our Journal. Owing to the very elaborate and detailed account given of the mining operations, we were unable to find space for the whole, and were compelled to omit some of the mining captains' reports, of the most favourable and encouraging nature. The writer in the *South Australian News* observes that there is frequent reference to the existence of copper lodes, and that sanguine hopes are held out of success, but that he requires more specific intelligence before he can coincide with the directors' report. If he desired to be impartial, he would read that report before expressing himself thus. He would there find that the promoters of the company had proved the existence of very promising lodes *before* they attempted to form a company, and we think they were justly entitled to a fair sum for their trouble, and the risk they had run.

The director's report gives extracts from the despatches of Capt. JOHN PHILLIPS to the promoters of the most flattering kind. Capt. PHILLIPS denominates Worthing "an important mineral property, producing ores already discovered varying from 15 to 45 per cent. of copper;" and in proof of this, he sends home several parcels of ore, upwards of a ton in quantity. He says, again, that "the lode is the most encouraging one he has seen in the colony," and that "there cannot be a more regular lode anywhere than that of the Worthing." He further states that one of the lodes was "large and regular, and consisted of rich stones of grey ore, with fine gossan, at 22 ft. from surface;" and that the shaft at 7 fms. deep had "grey ore, carbonates, and gossan in the bottom;" and further, at a subsequent date, he reports that the shaft was "nearly 10 fms. from the surface, having found the following varieties of ore:—Grey sulphuret of copper, yellow ditto, blue carbonate of ditto, green ditto, red oxide of ditto." These and numerous other extracts, of an equally favourable character, were received before the terms for the purchase of the property were concluded, and will be found in the directors' report; while it must be remembered that the operations have as yet been carried on without the aid of machinery, and, by the latest advices, the principal shaft was only between 11 and 12 fathoms deep. It is not for us to say whether the sum agreed to be given is too much or too little; but this we may remark, that other properties in South Australia, with perhaps less favourable prospects, have realised a much higher price. We know of one section of 80 acres which fetched 6000*l.*, or nearly 80*l.* per acre; another of about 300 acres, realised 3000*l.*, and an equal amount in premium was offered for it next day; while building allotments in the neighbourhood of Adelaide have been sold for 200*l.* per acre. Whatever may have been the original price of the land, a man is fairly entitled to the reward of his industry and perseverance, and can fairly profit by the knowledge which science enables him to gain.

The writer above alluded to takes upon himself to caution the shareholders against entertaining very sanguine views on the success of the operations. We would never recommend any one to be too sanguine of the success of mining, but we presume he has some special reasons, unknown to others, for giving this friendly advice in so decided a manner. Then, however, comes the observations which prove that the writer in our contemporary is either, willingly or otherwise (the latter more probably), ignorant of his subject. He pretends to believe that the statements put forward in the report, as to the richness of the Burra Burra, were intended as a comparison of what the Worthing Mines were likely to be, whereas these statements do not tend to any such conclusion, but merely show, and do so most forcibly, the comparative richness and value of the copper ores of different countries, and prove that the average of *all* the ores imported from Australia is above that of the others, the natural inference being, that should the Worthing Mines turn out to be productive of copper, it is probable that the ores will be of the same favourable character. We do not know why any one acquainted with mining operations should assert that "there is very little chance" of these mines "turning out by *any* means equal, in point either of quantity or quality of the copper ores raised, to that celebrated mine"—Burra Burrra. They have as much chance as any other, and it is impossible to say what may be the result, particularly in a country where mining is in its infancy. We have no particular partiality for the Worthing Company, but we consider it our duty to defend the proceedings of any mining company whose operations are legitimately and scientifically carried on, when they are unjustly commented upon.

In another column will be found an *interim* report, issued by the liquidators of the ASTURIAN MINING COMPANY to the shareholders. It may be remembered that, some time since, the functions of these gentlemen, appointed in August, 1849, were suspended by a committee, consisting of Messrs. GILLAN, WILKINSON, and AMORY, who were empowered by some of the shareholders to negociate with capitalists in Paris, relative to the sale of the property. A contract was effected, which was read and confirmed at the meeting held in July last; to this the liquidators demurred, considering it illegal. A resolution was then passed, summarily dismissing these gentlemen, and requiring them to produce their report and accounts by the 4th of August. This has not been acceded to, but a petition was presented to the VICE-CHANCELLOR, to wind up the company. Owing to the lateness of the season, and number of causes, the petition could not be heard until the ensuing term. In the meantime, the liquidators have issued their *interim* report, which is couched in such strong language, that even if half the allegations contained are true, a great degree of culpability is fixed on those entrusted with the administration of the affairs of the company. As this is entirely an *ex parte* statement, we by no means avouch for the facts and charges contained therein, and it would be unwise and unfair on our part to prejudice the case by offering any opinion on the present dispute. A meeting will be held on the 10th inst., when, we have no doubt, those whose characters are so strongly impugned will notice the grave charges brought against them by this document. We can only regret that, in addition to the other causes which have retarded the development of this fine property, litigation is to be added to its other disasters.

One of our contemporaries, a few days since, said "this was an age of monument mania." Though we deprecate the indiscriminate raising of piles of stone to the memory of the "illustrious obscure," and the folly of calling on the public to subscribe money to celebrate negative qualities and sleepy virtues, yet, from the earliest periods, it has been customary to commemorate in this manner those who have been in any way illustrious by their superiority, either in the arts of war or peace. There cannot be the least doubt that the latter have been the greatest benefactors to their country, and mankind in general. Among the men so celebrated, there is none more deserving of the gratitude of Great Britain, and, in fact, of the whole civilised world, than the late GEORGE STEPHENSON. Born in the humbler ranks of honourable labour, of such poor parents, that as early as possible he was put to work, to eke out, by his small pittance, their scanty earnings, without any education, contented, and considering himself happy when in possession of the *immense stipend* of twelve shillings a week, this man, by the force of his talent, combined with great energy and application, contrived to raise himself to such a pre-eminent position, as to be considered one of the worthies of the age in which he lived. Although some doubts have existed as to the invention of the "safety-lamp," and at the time it was brought into use, great disputes arose as to the priority of the invention, from all accounts it appears that STEPHENSON'S lamp, at that period, was considered the most practical, and was so appreciated among the coal districts of the north, that at a meeting, held at Newcastle in 1818, a silver tankard and a purse of one thousand guineas was presented to him by several of the coal-owners. In 1814 he brought out his first locomotive, and in 1821 he became engineer to the Stockton and Darlington Railway. His subsequent triumphant career and brilliant achievements are too well known to need recapitulation here. Born among the labouring classes, he never forgot the body from which he sprung, and in his prosperous days he employed his talents in benefitting and employing them. Serene in adversity, uninflated by prosperity, friendly to his equals, and affable to his inferiors, it was his constant pride to be looked upon as a father and a friend by those who earn their living by "the sweat of their brow." Originally a working miner, then an engineer, his life offers a noble example and a bright incentive to the operative not to relax in his exertions, and a striking proof that talent, when properly applied, and well directed, is sure to meet its reward. A committee has been formed, a list of which will be found in our advertising columns, for the laudable object of raising a National Monument to the memory of GEORGE STEPHENSON; and we feel impressed with the conviction that, according to their limited means, it will be responded to by the operative classes. In honouring the memory of one of their own body, they are elevating themselves, and showing to the lordlings of the world that the so-called "lower classes" are capable of appreciating merit as well as their wealthier and more fortunate brethren in the distribution of the world's goods. Realising an ample fortune by his honest industry, GEORGE STEPHENSON sought not after titles or honour, but descended to the grave with the esteem and veneration of all parties, and may be justly said to be one of Nature's "noblemen."

It is by no means either a strange or a rare occurrence to find individuals, who in other things are highly practical and right-minded, indulging upon some one subject a super-sensitiveness, which makes them afraid of their own shadow; and so also in those accumulations of individual men, called states and nations, it is no very uncommon event to see them retreating in terror from their own principles, and disowning that commercial policy to which they had given a solemn and a public recognition. Upon this descending and retiring march, one of the most opulent States of the North American Union—Pennsylvania—is at this moment ambitious to enter, and to have her not unillustrious name associated with an exceptional tariff, and the reanimated powers of a selfish and unjust monopoly. The iron and coalmasters of this model State, among all those of the Union, are clamouring for a re-imposition of the old duties on coals and iron, which were taken off upon that liberal and well-considered revision of the American importation tariff, which was completed a short time since. This change, which is just now so earnestly sought for, would, we are perfectly convinced, benefit in no sensible degree the case of the parties seeking it, and would materially injure the other States of the federation, as well as the chief consumers of these essential articles in Pennsylvania itself; nor would the injury cease when it reached the western and the eastern shores of the American continent; for it must, according to its measure, check the course of civilisation itself, by placing in greater difficulty, and by in-

vesting with greater expensiveness, those manual arts upon which the progress of society in both hemispheres so materially depends. The course of importations from this country would be very faintly, if at all, affected if the alterations sought for were carried through Congress to-morrow; but the changes themselves being opposed to what may be considered the settled law of Christendom on the subject, and being also, as we believe, contrary to the convictions of the present cabinet of Washington, it is not to be supposed that Pennsylvania will be allowed to break through the recognised law of the Union in favour of a few tolerably covetous, and not very discriminating, individuals, who think their interests would be advantageously served by such an irruption.

The late meeting of the GREAT CENTRAL GAS CONSUMERS' COMPANY (reported in another part of this Journal) seems to have passed off with much unanimity on the part of the shareholders, who are the veritable pioneers for insuring a large and cheap supply of gas to the consumers of London. The ancient fable of "the dog in the manger" is completely illustrated by the conduct of these monopolists, for they not only refused to confer the boon of cheap gas to the citizens, but withstood, tooth and nail, any attempt on the part of the Great Central Gas Consumers' Company to confer that benefit. Their tactics cannot be better explained than in the language of Mr. CHARLES PEARSON, who stated as follows:—

The opponents of this company had spoken of them as agitators, as if the company had been the parent instead of the child, the creator instead of the creature, of the widespreading discontent which had pervaded the consumers of the city, in consequence of the ungenerous, impolitic, and unjust conduct of the old city gas companies, who had, for more than a quarter of a century, extorted from their victims an exorbitant price for an article of which they had received the exclusive monopoly. Some of the partizans of the old companies had attempted to cast blame upon the Corporation of London and the Commissioners of Sewers, for giving their sanction to the Consumers' Company, as if they had shown them some favour which, upon former occasions, they had denied to the other companies who applied to lay down their pipes and mains in the city. It was true that the Equitable, the Vauxhall, and the Independent Gas Companies had been, at different times, anxious to lay their mains in the city. They had been refused, and justly refused, because they had not offered any security for improving the quality, or reducing the price of the commodity to the consumers. The corporation and companies, acting as guardians of the rights and interests of the citizens, could not be persuaded to deliver up the use of the thoroughfares of the city to competing companies, without some security for a permanent benefit to be secured to the citizens in return.

This *desideratum*, refused by the old companies, is now secured to the citizens by the deed of the Consumers' Company; limiting, as it does, the profits of the shareholders, any surplus beyond that amount must be set off by a corresponding reduction of the price of the article to the gas consumers. With this security before them, it will be to the interest of consumers to promote the company in every legitimate way, in spite of any calumnies on the part of the old companies.

THE SCOTCH IRON TRADE—"MAKERS' SCRIP."—A few months back we alluded to a system which has for some time prevailed among the iron trade in Scotland of issuing what is called "makers' scrip," promising the delivery of a certain number of tons upon demand. The injurious effect of the practice had already become obvious, and we have now further complaints with regard to it, although its full dangers would only develope themselves during a crisis. These notes are merely, in fact, a spurious kind of currency, analogous to the many other descriptions of paper which the opponents of a circulation limited to gold or its equivalent consider to be capable of furnishing the true guarantee for never-ending commercial prosperity. So long as they can be issued a pressure for money must be out of the question. In the present case the Glasgow banks are said to have been in the habit of making cash advances within a few shillings per ton of the market value of the iron professed to be hypothecated, and while these facilities are obtainable, of course the makers are protected from the necessity of resorting to the only other alternatives that would present themselves during a period of low prices—viz., stopping their works or selling at a loss. The consequence is, that the diminution in production, which could alone restore a healthy condition to the trade, is deferred so as to cause a daily increase of the evil, and unless the real bearings of the case be at one recognized, it will inevitably go on, until some day alarm will be awakened, and the banks will suddenly refuse to continue their advances. Supposing such circumstances to arise and to assume the shape of a panic, the results may be traced in a few words. The scrip would be sent in and the delivery of the iron demanded. The requisite quantity would not be forthcoming, for such a supply as it would call for would be wholly beyond the immediate powers of the makers, but as far as the stocks on hand would go they would be delivered, and the remainder would depend upon the solvency of the firms. The quantities obtained would then be forced upon a market which, although long depressed, would still have been kept far above its natural level by the artificial system which was now exploding, and it would then be found that, however valuable iron may intrinsically be, the same rule applies to it as to other commodities—that when everybody wishes to sell there is no one who wants to buy. It would be forced off, therefore, at rates little better than nominal, and the banks would come upon the parties whom they had "accommodated" for the difference, just as the Exchange Bank during the railway crisis came upon those whom they had helped in their obstinate determination to be ruined. The existing laws would then of course be denounced which permitted men to be broken up while they had unlimited quantities of iron to pay every body with, if they would only take it at a fair average price; and the banks themselves, who had aided the delusion, and who would most likely have been held up as models of liberality, would also join the cry, in order to avert the popular indignation that would otherwise be the consequence of their sudden severity.—*Times.*

The following communication, referring to this paragraph, appeared yesterday:—"SIR: With reference to the comments upon the system in vogue at Glasgow of the bank advances upon pig-iron scrip, it may be useful to the mercantile community on this side the Tweed to learn that the validity of these documents is constantly disputed whenever the maker finds it inconvenient to deliver the iron; this is done with impunity, as there is no remedy but an appeal to the Scotch courts, where the tardy administration of justice affords the issuer of scrip the desired delay at a small cost, the holders meantime being subjected to heavy loss, to say nothing of the risk of the manufacturer failing in his engagements altogether. Numerous actions have been commenced against repudiating parties at Glasgow, which suits are still pending decision on the question of the legality of the paper, and your exposure of the system will, doubtless, be of great service. The amount of iron scrip in constant circulation is said to exceed in value half a million sterling, therefore the Scotch banks must make a profitable business of their advances, having only to manufacture the requisite quantity of notes, of course charging interest and commission in proportion to the risk incurred; but it remains to be seen, under such a system of business, whether, should a crisis arrive, their paper will prove more valuable than makers' scrip."

THE SUBMARINE TELEGRAPH.—The very general interest which has attached to the successful results of the experiments here, during the last week, induces us to give to the public, through your columns, the earliest intimation that the telegraphic communication between the two countries is temporarily suspended, in consequence, upon examination, of an injury sustained by the wire on some sunken rocks off Cape Grinez. This circumstance, however, is of the less importance, inasmuch as some weeks must otherwise have necessarily elapsed before the communication between London and Paris would have been rendered complete, without which the line would be practically of little use, whilst the experience which has been gained of the nature of the coasts, and the obstacles to be contended with will conduce, in repairing the present injury, to the avoidance of a similar catastrophe, and the selection of a safe route for the six permanent wires. The practicability of printing communications from coast to coast in a moment of time, having been established beyond a possibility of a doubt, there is no ground for discouragement; and the difficulty now met with (by no means unexpected) will only stimulate to additional exertions, and secure the full completion of an enterprise—the first effect of which must be to unite in bonds of common interest the two most powerful nations of the world.—C. J. WOLLASTON; F. EDWARDS: *Dover, Sept.* 4.

REVOLUTION IN GAS.—Dr. Abraham Gesner, of Halifax, Nova Scotia, has submitted to the examination of several scientific gentlemen and merchants of New York, a discovery which he has made in the manufacture of gas, which will produce a revolution in that article, insuring light to the public, of a superior quality, at less than half the cost of gas from coal. Dr. Gesner has just returned from Washington, where he has obtained a patent for his invention. The examination was held in the basement of the store of Messrs. Walworth, Nason, and Guild, John-street, where an apparatus was fitted up and the lights set burning. The soft and beautiful brilliancy of the light was the theme of admiration of every one present. It was produced from Naphtha, as follows:—A hollow cylinder or case, filled three-quarters full of naphtha, was inserted in a red-hot retort, in which it was immediately liquified, the gas generated from it, and conveyed through water, without any purification whatever, to the gasometer, whence it was conveyed by pipes to the burners. It contains no impurity, and has no smell. It is twice the density of coal gas, and requires a very small burner; from a small fish-tail one the light was exceedingly beautiful. When one cylinder or case of the naphtha is consumed, it is taken out of the furnace, and another inserted in its place, and so on. The Paine light does not upset this, and with it all the received theories of science. Dr. Gesner's invention will, undoubtedly, bear away the palm, upset the gas companies, or compel them to take it and give a cheap light to the public, which is sadly wanted.

MINES AND MINING.—No. I.

BY EVAN HOPKINS, C.E., F.G.S.

Although mining is often very profitable, and can be carried on in a business-like manner, as any other legitimate trade, it is, nevertheless, the most dangerous speculation for the uninitiated to enter into, unless joined by men of business, capital, and, above all things, men of uncompromising principles.

There are mines at present carried on at a great expense without a shadow of chance of meeting the outlay; and these same are reported upon periodically in the usual promising style. Such proceedings do a great deal of injury to true mining, and ought to be checked. It would, independent of the public good, be a charity to the shareholders to stop such mines; and, what makes it still worse, these mines are often rendered more profitable to their promoters than the dividends obtained from moderate-paying mines—consequently, such mining proceedings are encouraged and carried on by those who live by jobbing at the expense of the public, and not by the legitimate mining men of business.

There are numbers of moderately good setts now working at a loss entirely owing to the above system, as well as to incapacity, and other irregularities, attendant on such a mode of acting.

Many respectable men are induced to buy shares owing to the favourable tenor of the reports, forgetting that such reports may be mutilated, and that to make a paying mine requires something more than a good sett.

The captain is usually requested to confine his report to the favourable appearance of the lodes, &c., *and not to touch either the price or the managing power*; thus gold is often bought at too dear a price, and wasted away.

It is not prudent to interfere with other people's business, nor to depreciate the value of their property; therefore, such questions ought to be carefully inquired into by the capitalists before investment; otherwise, however good the property may be, the speculation may prove ruinous.

If by chance gentlemen invest without precaution, and find, on investigation, the mine worthless, the sooner they leave it the better, lest they should also suffer for men of straw; but, on the contrary, when they find the mines do not pay from the want of good practical management, they ought to rectify the evil without delay.

It is bad enough to see abuses abroad; but to allow them at home, where mining is considered all but perfect, and Englishmen pride themselves on their business habits, is unpardonable.

Mining is variable, and subject to uncertainties, but if properly managed would prevent the many losses that are constantly occurring, and be the means of developing numerous new setts, which are now locked up for want of confidence.

IMPROVEMENTS IN THE CALCINATION AND FUSION OF METALS,—COMBINING THE USE OF THE BLAST AND REVERBERATORY FURNACES.

In last week's Journal we gave a brief notice of the patent just specified by Brereton Todd, Esq., of the Bank, Falmouth, for improvements in the manufacture of arsenic, sulphuric acid, and the oxide of antimony from copper and other ores in which they are contained, and also the oxide of zinc,—we now append some explanatory details, for which we are indebted to a correspondent.

The patentee states, that the principal feature of his invention consists in submitting uncalcined or unroasted copper or other ores to the oxidating and reducing flame of a blast-furnace, in connection either with flues or chambers, and also in making the spare heat of the blast-furnace applicable to a reverberatory furnace, oven, or retort, by which process the volatile and non-volatile products are obtained, and made marketable, as hereinafter described. The mode of operating is as follows:—The furnace having been charged with fuel, and heated to the required temperature, enough fuel being introduced, so as to rise to a sufficient height above the tuyère, a charge of ore in its raw state, either with or without any suitable flux, according to the nature of the ore, is to be put on the top of the fuel, and the charging aperture closed and luted. The patentee states that much depends on the power of the blast-furnace, and if a reverberatory furnace is attached to the blast-furnace in the process, as to the number of alternate layers of fuel and ore to be introduced at one time of charging. When the charge sinks below a certain depth, which can be easily ascertained by experience, it is to be replenished in the same manner. Should a calcining or roasting furnace attached and heated by the said blast-furnace be used, a charge of ore is to be introduced into it during the time of charging the blast-furnace, and can be stirred at the time of putting in the succeeding charges. When considered sufficiently roasted, it may be either drawn out, or pushed towards the blast-furnace to be fused, and a fresh charge introduced.

The patentee then proceeds to give an account of his mode of manufacturing arsenic. For this purpose, he takes copper, iron, and other ores—such are called arsenical ores—and submits them without any previous calcination, or roasting, to the action of a blast-furnace, as above described. The arsenic is thus volatilised; and the non-volatile metals, in the state of regulus, fall down with the scoriæ into the lower part of the furnace, and are separated by their different specific gravities, and tapped off at different levels. The patentee also puts a charge of the same sort of ore into the calciner, or furnace, through which the vapours and gases from the blast-furnace pass. The volatilised arsenic is carried off with the gases arising from combustion, and passes into the flues, or chambers, where it is condensed in the state of oxide, which is subsequently removed, purified, and sublimed, and thus obtained free from any copper, iron, or other metal, with which it may have been mixed.

The patentee then explains his sulphuric acid process, which is as follows:—He takes sulphuret of copper or iron; and, without previous calcination, or roasting, submits them to the action of a blast-furnace, as above described. The volatilised sulphur is carried off with the gases arising from combustion, and passes in the form of sulphurous acid gas into chambers, where it is converted into sulphuric acid, in the usual manner, by means of oxygen and steam. The patentee obtains antimony in the same way, submitting the ores of antimony without previous calcination, or roasting, to the action of a blast-furnace. The oxide of antimony thus obtained is then purified by re-smelting in a reverberatory furnace, and condensing the fumes in flues, or chambers; or he takes the antimonial ores and calcines them in a reverberatory furnace, and collects the oxide in flues, or chambers; at the same time allowing the sulphur to escape in the form of sulphurous acid gas.

The oxide of zinc is obtained by submitting the ores of zinc without previous calcination, or roasting, to the action of a blast-furnace, and collecting the oxide thus formed. The principal part of the sulphur with which the zinc was associated passes off in a state of sulphurous acid gas, and may be converted into sulphuric acid, and condensed with the oxide of zinc to form sulphate of zinc. The above oxide of zinc is to be deprived of any arsenic, or sulphur, which may have been condensed with it by subsequent calcination, or roasting, in a reverberatory furnace, or retort, and the arsenic, or sulphur, condensed and collected. If the antimony or zinc ores should contain sulphuret of lead, this will be found principally in the flue nearest the furnace, and will be in the state of sulphuret of lead.

Mr. Todd claims the invention of submitting copper and other ores for the purposes herein described, without any previous roasting, or calcination, to the action of a blast-furnace, in connection with flues and chambers, of sufficient size to condense the volatile products, and, by the same process, to obtain the metallic substances that are not volatilised in the state of regulus.

Also of employing the spare heat of the said blast-furnace in a calciner, or furnace, attached to the same, for subliming the arsenic, sulphur, and other volatile products, from the above-named ores.

Also the manufacture of arsenic, sulphuric acid, oxide of antimony, oxide of zinc, and sulphate of zinc, as above described. Also the subliming of the sulphuret of lead from the above ores, and the condensing of the same, and the separating it from the oxide of zinc, as above described.

RAILWAY COMPANIES.—The total amount of income-tax paid by the several railway companies in England and Scotland for the year 1849, was, according to a recent return, 237,909*l.* 13s. 10d.; the amount for England being 218,899*l.* 18s. 10d., and that for Scotland, 19,009*l.* 15s. The London and North-Western paid 50,684*l.*; the Great Western, 24,631*l.*; the Midland, 19,438*l.*; the London and Brighton, 17,056*l.*; the Eastern Counties, 16,798*l.*; South-Eastern, 16,852*l.*; South-Western, 16,195*l.*; the Caledonian, 3659*l.*; Edinburgh and Glasgow, 4330*l.*; and North British, 3540*l.*

IMPORTANCE OF IRON IN SHIPBUILDING.

The building of iron in lieu of wooden ships and steam-vessels of every description is now become a trade of such vast importance, that the period may be expected at no great distance when the former material shall entirely supersede the latter. As it is, iron shipbuilding has become a staple manufacture of the country, more particularly in the north; and on the Tyne alone, within the last few years, above 60 iron vessels, of various descriptions, have been built, among which are a larger number of sailing vessels than have been built in any other port. Great Britain would now find it hard to compete with many other portions of the globe in the construction of low-priced wooden vessels, and that, ere long, our shipwrights' yards will be merely places for repairing damaged wooden vessels rather than erecting new ones; and if our manufacturing energies are bent to the successful application of iron for the purposes of shipbuilding, we should command the market in shipbuilding, as no country can compete with us in the production of iron, and possess a commercial fleet of the highest order. Among the vessels constructed on the Tyne are three or four splendid steamers, launched from the yard of Mr. Jonathan Robson, for the Russian service. Several very remarkably fine vessels for Norway and the East India Company have been built by Mr. D. Marshall, of Shields; and Mr. Toward, of St. Peter's, is now building two steamers, of the most beautiful mould and proportions, for the Rotterdam trade. At the meeting of the Royal Cornwall Polytechnic Society, in December last, a paper, by Mr. E. O. Tregelles, on this subject, was read; and as it is one of much interest, and as many are unaware of the great advantages iron has over wood for shipbuilding, we now proceed to give a digest of his remarks.

In building a first-class oak ship of 500 tons burden, 700 tons in the rough of timber are required. This timber occupied 12 acres of land at least 75 years, and is worth 1200*l.* as raw material. The hull, when finished, will be worth 6000*l.*, the value of the raw material being one-fifth, or 1200*l.*, and the labour and profit 4800*l.* The value of the raw material of an iron ship of the same size would be about 50*l.*, being the royalty, cost of raising, and transit of the ores; and the hull, when finished, would be worth 6000*l.*, the raw material being thus not more than one-half per cent. The oak vessel, on the average, would not last more than 15 years, and in that time would cost 1500*l.* for repairs, at a very moderate computation, and when sold for old timber would realise 250*l.*, leaving 7250*l.* to be divided over 15 years, or 473*l.* the annual cost, besides interest and capital. The iron vessel may fairly be computed to last 20 years, requiring 1000*l.* for repairs, making 7000*l.*; the old vessel, when broken up, would be worth 600*l.*, giving 6400*l.* for 20 years, or 320*l.* per annum for the iron ship, exclusive of interest and capital. Thus the cost of an oak, as compared with an iron vessel, is as 473 to 320. But an iron vessel of 500 tons would carry 100 tons more than an oak one, and run 6 miles for the oak's 5½ miles; also in the time occupied in repairs, the iron ship would not be detained more than two weeks in the year; while for the wooden vessel, one month in each year would be required. By these advantages the sum of 40s., the cost of carrying by an oak vessel, would be reduced to 22s. 6d. by an iron one.

The objects most desired by the merchants in the choice of a ship are:—1. Strength combined with lightness.—2. Great capacity for stowage.—3. Safety.—4. Speed.—5. Durability.—6. Economy in repairs.—7. Ditto in cost.—8. Light draught of water. All these advantages are inherent in iron vessels, and are most prominent in them, as compared with wooden ones. The plates of an iron ship, with the angle iron, knees, and other fastenings, held together by thousands of unyielding rivets, are formed into one rigid mass, as strong as if the vessel were formed out of one plate, while the accidents that have happened to iron vessels thrown ashore, and left in positions which would have destroyed any wooden vessels, without the slighest injury, is a proof of their great superiority in point of strength and lightness. In stowage the advantage may be taken on a moderate calculation as five to four; or, supposing a wooden ship could stow 200, if built of iron she would have room for 250 tons. They are far more safe than wood, as, in addition to their extraordinary strength, with ordinary precaution, fire could not gain head in the hold of an iron vessel. Greater speed has always been obtained, as the model of the vessel may be built finer, and more suitable for going quickly through the water. In durability it is as yet impossible to assign any period for the duration of iron vessels, as since they were first brought into use none have been worn out. The *Aaron Manby* was launched in 1822, has been alternately employed in fresh and salt water, and is stated to be still in good condition. The *John Garrow* was built in 1840, and has been employed in tropical voyages; she has just been carefully examined in graving dock, holes bored in her plates, and their thickness taken, nor can any perceptible loss be ascertained. The vessels of the Clyde, too, though made of slight materials, and constantly rubbing on the banks, seem to be totally unaffected by time. As to repairs, while in 10 or 12 years in a wooden ship the repairs will equal the first cost, in an iron one they will not have become necessary, except by an accident. The cost we have analysed in the commencement of these remarks, and as to the draught of water, from the superior lightness of an iron vessel as compared with wood, a light draught can always be obtained to a much greater extent in the former. The application of iron, too, to form a nest or series of boats, would be most valuable for passenger ships; six such boats might lie one within the other, and take up only the space of one. Six such boats, well constructed, would carry 180 to 200 persons, and such relief in an emergency is of the utmost importance to all passenger ships, whether sailing or steamers.

At a meeting of the Royal Institution of Liverpool, on Monday, Mr. Grantham read a very interesting paper on iron as a material for shipbuilding, and an improved method of sheathing, to prevent fouling and corrosion, which we shall notice fully in our next Journal.

ON THE CLEANSING OF METAL CASTINGS.

In the old process of cleansing metal castings from the coating of oxide and sand with which they are covered when taken from the mould, the work is thrown into water acidulated with sulphuric or hydrochloric acid, which acts upon the surface of the metal, and more or less completely removes the covering of foreign matter. The acid, however, leaves the surface rough and unequal, and it is generally necessary, after its action, to have recourse to mechanical means to effectually take away the oxide. Some time since, M. Sorel had remarked, that the cleansing of castings was more completely effected by the acidulated water produced in certain processes employed in the depuration of oils, and left as refuse, than by a mere mixture of acid and water; and, according to the experiments of MM. Thomas and Delisse, the oxide and sand are removed from cast surfaces with great certainty and facility, if, to the water acidulated with sulphuric acid, organic matter such as glycerine, artificial tannin, napthaline, creosote, or stearine, be added. The acid liquor, thus prepared, does not disolve the coating of oxide, but causes it to become detached and scale off without sensibly attacking the surface of the metal beneath; there is no disengagement of hydrogen gas, as when common dilute acid is employed, even when the immersion of the metal in the bath is continued for a very considerable time; and the surface, after the operation, is uniform, quite clean, and smooth.

In practice, it is found that, by the employment of the mixture described, 60 per cent. of acid is saved, and not one-half as much metal lost as in the old process. The new method is also peculiarly applicable to the cleansing of works in zinc and brass. It may be remarked, in passing, that if the mixture of water, acid, and organic matter be employed as the exciting fluid in a cell of Bunsen's galvanic battery, the consumption of the zinc will be diminished to one-eighth the ordinary quantity, without in anywise enfeebling the energy of the electric current.

The substances mentioned above as being employed, in addition to the acid liquor, in the experiments of MM. Thomas and Delisse, being somewhat difficult to procure under some circumstances, particularly by persons engaged in ordinary industrial occupations, M. Elsner entered upon a series of trials, in order to ascertain whether or not certain organic matters, of a cheaper class, and more easily procurable, could not be substituted for those already tried with so much success. With this object, both wood and coal-tar were mixed with the dilute acid. As these substances contain creosote and other products of the destructive distillation of organic bodies, the useful effect of which had been proved by the previous experimentors, it was believed that they would advantageously replace the rarer and more expensive materials first tried. The mixture of tar and dilute acid was, in fact, found to answer perfectly well the objects of the experiment: a piece of casting, in iron, was immersed in the mixture—the metal was completely cleansed of the coating of oxide without any disengagement of hydrogen gas; and the surface was of a clear greyish-black colour, quite clean, and smooth, and totally unattacked by the acid. A similar

piece of casting, immersed in the kind of acid solution ordinarily used in this process, was almost wholly disolved in an equal time. The practical value of this process seems to be so considerable as to render it worthy of being generally known and tested by more extended trials.

ATLANTIC AND PACIFIC SHIP-CANAL COMPANY.—The junction of the two oceans has been often agitated, and since the discovery of California has more than ever occupied the attention of the commercial world. A number of gentlemen have been engaged in obtaining information on this important subject within the last 18 months. From a prospectus which we have seen, it appears that they propose crossing the Isthmus of Darien. Over this there are three routes—the first by the Canal of Raspedura, which would make a river course of 250 miles; the second, by the rivers Atrato, Naipipi, and Cupica, about 120 miles; and the third which they propose adopting is from the port of Escoces (the site of the old settlement of New Edinburgh in 1698, where so many of our northern brethren perished); from thence by the route of the old buccaneers to the Fort St. Principe, on the Savanna, at which point the two great oceans are only distant 40 miles. The river Savanna is navigable for 10 miles, and the remainder will only have to be dredged. General Espinaz, Dr. Cullen, and several others, have reported favourably on this route. By it they say that California can be reached in five, New Zealand in six or seven, and China in nine or ten weeks. The port of Escoces on the Atlantic, and the Gulf of San Miguel on the Pacific side, are both good harbours. A toll of 5*s.* per ton is to be levied on all vessels. The capital proposed to be raised is 3,000,000*l.*, in 60,000 shares, of 5*l.* each. The first deposit will be 10*s.*; and no further call will be made until the concession is obtained from the Government of New Granada.

MANUFACTURE OF COPPER IN AMERICA.—A copper rolling-mill, the first in the United States, has just been erected at Pittsburg. As this branch of commercial enterprise will probably meet with a speedy extension in that country, it may be interesting to note the mode of working adopted in the present instance. The building is 80 by 100 ft.; the boiler stack is 75 ft. high, and 17 ft. in diameter at the base; and the furnace stack is 40 ft. high. The driving-wheel of the engine is over 16 feet in diameter, and drives the fly-wheel at the rate of 96 revolutions per minute. Masses of pure copper, in lumps that are technically termed cakes, and which are the produce of the mineral regions of Lake Superior, are put into the furnace, and treated in the same manner as is the case in iron rolling-mills. They are then brought out, and rolled into sheets of brazier's copper, &c. The copper, after it comes out from under the iron, is covered with oxide, and resembles sheet-iron. It is then put into a vat of water, mixed with a small portion of sal-ammoniac, to render it bright and shining. This copper is stated to be of the best quality, and is used by the Government in the manufacture of cannon. In addition to this establishment, however, there are the smelting-works of the various mining companies, one of which (the Cliff Mining Company) can turn out $2000 worth of copper ingots per day. In the copper sold by this establishment last year was upwards of $50,000 worth of silver, but so great was the trouble and expense attendant on its separation from the copper, that that process was not attempted.

MINING COMPANY OF WALES.—During the past week an agreement has been concluded between the secretary of the above company, and the proprietor of the Castle Dinas Lead Mines, in Cardiganshire, on very encouraging terms. These mines are situated in the parish of Strata Florida, otherwise Carow-u-Clowdd, and are near to the Great Ysputty, the Llwynmaiees, Bryn Berthlin, Cwmystwith, and Llanfin, some of the richest mines in Cardiganshire. The sett extends over a surface of 117 acres, and the proprietor, Mr. Hammer, of Shrewsbury, promises by letter to give a lease of 400 acres if required. The lodes range east and west, varying from 1 to 6 ft. wide, and produce lead, zinc, copper, and other ores, with carbonate of lime as matrix. and embedded in clay-slate. Observations made in the adit level, which was driven by the proprietor as an experiment to a length of 50 fms., warrants the presumption of an immediate return from these mines of at least 56 per cent. An ever-flowing stream of water runs through the entire property, which is available for, and sufficient to work, crush, and wash the ores, as well as all other purposes required to open the mines to any extent whatsoever, at a very small expense. The report concludes—"That such are the indications of certain success, if the mine be spiritedly worked, that so far from placing any adventurer in the situation of a mere speculator, it will warrant such a return as cannot fail to afford the fullest satisfaction to all those who wish to deposit their money where they can with safety realise the greatest advantage." The allotment of shares in this company is still proceeding vigorously, several applications for shares, varying from 5 to 50, have been made these last two weeks, with enquiries for a more general view of the company's property, in reports, &c., which, in order to fully satisfy, the secretary, Mr. St. Pierre Foley, will place before the public, through the columns of the *Mining Journal*, and in circulars, minute descriptions of each sett, their geological positions, capabilities and value, as far as he and other eminent engineers could determine, on the indications offered during protracted examinations, and from the produce made in certain times and according to certain scales and manner of working. His first paper on this interesting subject is promised next Saturday, when also the reports from the agents of the mines and quarries under the company's management will appear.

A Treatise on British Mining; with a Digest of the Cost-book System, Stannaries, and General Mining Laws. By THOMAS BARTLETT. London: Effingham Wilson, Royal Exchange.

We have partially perused a copy of this work, and look upon it as an interesting volume, and one that will prove of great utility to mining adventurers generally, inasmuch that it contains what is being much enquired for—the principles of the Cost-book. The author has given a digest of this orthodox system with accuracy and perspicuity, illustrating his views with some of the most important cases adjudicated in the Stannary Court. Mr. Bartlett's remarks on the want of a public school for the instruction of miners are judicious and philanthropic; and it is to be hoped that the period is not far distant when the Legislature will co-operate in enlightening this industrous and enterprising portion of the community, so closely associated as they are in advancing our commercial interests and national wealth. We have not had time to peruse the whole with the attention it merits, but shall, in an early number, give it more especial notice, as well as extracts.

New Patents.

LIST OF PATENTS GRANTED DURING THE PAST WEEK.

Sir J. S. Lillie, Companion of the most Honourable Order of the Bath, of Paris, France, for certain improvements in the application of motive power.

S. Saul, of Manchester, cotton spinner, for certain improvements in machinery or apparatus for spinning and twisting cotton and other fibrous substances.

G. Smith, of Manchester, engineer, for certain improvements in steam-engines, and also improvements in feeding or supplying the boilers of the same, part or parts of which improvements are also applicable to other similar purposes.

W. Watt, of Glasgow, North Britain, manufacturing chemist, for certain improvements applicable to inland navigation, which improvements or parts thereof, are also applicable generally to raising, lowering, or transporting heavy bodies.

A. Barclay, of Kilmarnock, Ayr, North Britain, engineer, for improvements in the smelting of iron and other ores, and in the manufacture or working of iron and other metals, and in rotary engines and fans, machinery, or apparatus as connected therewith.

W. E. Cochrane, of Cambridge-terrace, Regent's-park, and H. Francis, of Princes-street, Rotherhithe, for improvements in propelling, steering, and ballasting vessels in the pistons of steam-engines in fire-bars of furnaces, and in sleepers of railways.

W. Woodbridge, of Old Gravel-lane Middlesex, engineer, for improvements in machinery for manufacturing rivets, bolts, and screw blanks.

J. Beattie, of Liverpool, engineer, for certain improvements in steering vessels.

J. Mather, the younger, of Crow Oaks, Pilkington, Lancaster, bleacher, and T. Edmeston, of the same place calenderman, for certain improvements in machinery or apparatus for scouring, finishing, and stretching woollen, cotton, and other woven fabrics.

J. Rennie, of Goward Bank, Falkirk, Stirling, Scotland, gentlemen, for a certain improvement or improvements in the construction of gas retorts and furnaces, and in apparatus or machinery applicable to the same.

C. Cross, of Farnworth, near Boston, Lancaster, cotton spinner and manufacturer, for certain improvements in the manufacture of textile fabrics; also in the manufacture of wearing apparel and other articles from textile materials, and in the machinery or apparatus for effecting the same.

DESIGNS FOR ARTICLES OF UTILITY REGISTERED.

W. E. Carrett, Leeds, steam pump.
W. Bird, Oxford-street, boot.
D. Hodge, and T. Roberts, Hatton Garden, candle lamp.
J. Tanner, Bristol, trousers. [spring.
W. Newman, and W. Newman, Jun., Wolverhampton and Birminghan, imperial door-
A. Moring, Artillery-place, West Bunhill-row, Nepanlese braces.
L. D. Smith, Little Knight Rider-street, colouring embossing apparatus.
M. Macmanus, Blackburn, Lancashire, parexograph, or self-acting copying guide, to assist in copying writing.—*Mechanics' Magazine.*

NISTER DALE IRON COMPANY.—Master Farrer, having settled the list of contributories, has made a call to defray the debts of the undertaking, which was started in 1842, under the title of the British Nassau Company, for the manufacture of iron in the valley of Nister, near Hackenburg, in Germany, with a capital of 100,000*l.*, in 1000 shares, of 100*l.* each. The deed of indenture set forth that those who took shares had paid a first instalment of 10*l.*, and four subsequent ones of 5*l.* In 1847 affairs became embarrassed, and there being a difficulty in obtaining resources, it was resolved to sell the stock, and bring the company under the Winding-up Act.

LONDON AND WESTMINSTER MUTUAL LIFE INSURANCE.—On Wednesday, Master Senior further settled the list of contributories in this company, preparatory to making a distribution of what assets there are in hand.

A CASE OF SEVERE DEBILITY AND LIVER COMPLAINT CURED BY HOLLOWAY'S PILLS.—Extract of a letter from R. Coogan, Esq., Professor of Languages and Mathematics, 142, upper Dorset-street, Dublin, dated August 1, 1850, to Prof. Holloway:—"Sir. Wishing to express my gratitude for the incalculable benefit which I have received by taking your excellent pills, I feel that I am but paying a just debt in acknowledging that I have been restored to perfect health, solely through their use, after suffering for five years general debility, bile, and disordered liver. I am now so strong, that neither change of weather, colds, or indulgence of any kind, ever affect me."—Sold by all druggists, and at Professor Holloway's establishment, 244, Strand, London.

Original Correspondence.

THE IRON TRADE—REDUCTION OF FOREIGN TARIFFS.

SIR,—In connection with the statistical information of last week, it may interest some of your readers to compare the difference which exists in Prussia between the honest hard-earned gains of the labourer, and the support which the ironmaster receives in the shape of duty out of the public pocket. The labour on 1 cwt. *pig-iron* is represented by 8 to 12 sgr., whilst the ironmaster gains hereon the duty, or 10 sgr. On *one centner bar-iron* labour average, 1 rix. dol. 12 sgr.; duty, or support for manufacturer hereon, 1 rix dollar 15 sgr. On *one centner sheet-iron* or *boiler plate* the average value of the labour is 1 rix dol. 15 sgr.; the manufacturer obtains hereon 2 rix dol. 15 sgr. duty; some sorts even 3 rix dol. The total amount of wages paid in the Zollverein for all branches of the iron trade amounts to *about three million thalers* for *forty thousand workmen*, whilst the support given by the public, under the name of duty, to *a few hundred* manufacturers, may be estimated at *six millions thalers!* How the administrative powers of the Zollverein can justify themselves for thus allowing to the labourer—the real workman—only *seventy-five rix dol. annually* (according to the calculation), whilst the few hundred manufacturers obtain as their share, and for doing nothing but keeping the works, *twenty to thirty thousand thalers annually*, is really a mystery, but the agitation produced by such an illiberal policy plainly shows that M. Van der Hedt will very shortly feel

"How many troubles do environ,
The Government that taxes *iron*."

London, Sept. 2. J.

ON RED-SHORT IRON.

SIR,—The following remarks may, perhaps, in some measure answer the purpose of your correspondent, "Vulcan." The subject, however, is veiled in much obscurity, and a complete series of experiments are required for its full development. Sulphur seems to be the chief cause of red-shortness; there are, doubtless, many other causes, such as excess of the earthy bases, as calcium, &c. The late Mr. Mushet, in his papers *On Iron and Steel*, mentions, if I mistake not, something of this kind, in reference to the fusion of cold-short iron, with various glasses and mixtures of chalk, clay, &c. It is possible, however, that the latter mixtures may have contained some sulphate, as gypsum, for instance; in that case a sufficiency of sulphur would be present to have produced a marked effect. It has been shown that the slightest trace of sulphur is sufficient to induce this vicious condition, even when in so small a quantity that it is difficult for any one unaccustomed to the routine of accurate chemical analysis to determine it with certainty. In some analyses it has been shown that 34 parts of sulphur in 100,000 parts of iron are sufficient to produce a red-short metal. If a very large amount of sulphur be present, the iron is both hot and cold-short. If hot-short iron be heated to bright redness, and plunged into cold water, a dedidedly sulphuretted odour will generally be perceived; cold-short iron, on the contrary, when treated in the same manner, gives an odour of phosphuretted hydrogen.

The red-short tendency seems generally to be present in the ores; those containing sulphurets of iron, or small quantities of sulphates of the earthy bases, yield an iron of the above quality. Occasionally, however, it may proceed from a coal containing much sulphur, being used in the calcination. The sulphurous acid evolved during the combustion of pyritous coal is, when under the influence of atmospheric oxygen and carbonates of lime, magnesia, &c., converted into sulphuric acid, which combining with the earthy bases, forms sulphates; these in their turn, subjected to the reducing influence of the upper part of the blast-furnace, are converted into sulphurets; these submitted to the action of metallic iron are decomposed, giving sulphuret of iron, which combines with the remainder of the reduced iron, giving a red-short metal. This can, to a certain extent, be neutralised by the use of an excess of lime, as it has been found that much sulphur is carried off in the slag as sulphuret of calcium. It is also modified by the joint use of ore containing either phosphorous, or free from that substance. In the latter case, it seems merely a dilution of effect. Sulphur also appears to be got rid off more readily in the refinery by direct, than in the puddling furnace by secondary, oxidation. It is also the same with phosphorus. It appears to me, from analyses I have seen, that hot-blast iron generally contains more sulphur than cold. Can the Messrs. Mushet, or other of your talented correspondents, give any evidence, whether hot is usually more red-short than cold blast-iron.

Hawley-road, Sept. 2. JOHN MITCHELL.

RED-SHORT IRON.

SIR,—The late Mr. David Mushet made more experiments upon iron and steel than any man who ever existed. Some of his early papers upon iron and steel were reprinted by him with notes thereon, and they constitute the only volume upon this subject which does not exhibit a mass of incongruous matter, collated from the works of scores of dissentient writers, each one revelling in the creation of his own teeming brain, and setting facts, experiments, and mature experience alike at defiance—works out of which "Forge Hammer's" head alone can draw any conclusion, which in another page shall not be floored by a deduction diametrically opposite in its *rationale*. My father had prepared the materials for a second volume on bar-iron and steel, and a third volume on the alloys and metallurgy generally, which remain with me unpublished. On the subject of bar-iron, the red and cold-short qualities are largely treated upon, and many processes of improvement are detailed. Red-shortness, undoubtedly, arises from different causes at different iron-works, and what may cure the evil at one establishment, may only aggravate it at another. Of all the un-decompounded substances, there are only a very few which can be united to iron, without impairing its stength or tenacity at some particular temperature, and very many occasion decided red-shortness when united to good iron; hence the evil is a many-headed monster, setting analysis and any general remedy at defiance. Indeed, analysis can furnish nothing of any importance when applied to determine the component parts of iron; it is an unknown land into which the chemist has not yet, with any degree of accuracy, penetrated. Nothing is yet known, at least, if known. it is not found in the writings of chemists, respecting the true nature and constitution of the carburets of iron and other metals, to say nothing of the double carburets. Nor, on the other hand, of the nature of silicon, its carburets, and its combinations, as in siliciuret of iron, of alumina, &c.; in fact, the whole subject is so complex and profound, that chemists have, with one accord, passed the matter over with a slight and superficial notice. A chemist, whose name I forget, was of opinion that silicon and carbon are identical. Now, I think, he had strong grounds for this opinion, or, at least, I conceive that there are as many arguments for as against this theory, as observed in metallurgical phenomena. We are told of carbon and *altered* carbon; may not silicon be this mysterious *altered* carbon? Boussinghault considered that silicon might be the ingredient to which steel owed its *propension aciereuse* It is probable that, as carburet of iron is the only obstacle to the malleability of pig-iron—*i. e.*, the cause of its red-shortness at a certain heat—so may other carburets, those of silicon or calcium, for example, prove the cause of red-shortness in bar-iron. It is certain that lime has upon bar-iron two opposite effects when differently applied; in one instance it creates a great degree of red-tough ness, and in another instance it occasions the extreme of red-shortness. Possibly, the alloy of the simple metal may toughen the iron; whilst an alloy of carburet of calcium may produce an opposite tendency. From symthetical experiments, I am of opinion that an alloy of silicon is not decidedly hurtful to the quality of bar-iron, conferring, perhaps, a degree of softness incompatible with great strength and tenacity in the cold state, but accompanied with exceeding ductility, and a structure not liable to speedy changes. When, however, the silicon exists as a carburet, the iron will be found exceedingly red-short. Until further light shall have been thrown upon the matter by chemists or other scientific men, I must consider that red-shortness is, in every instance, caused by the alloy of some carburetted base with the iron. I do not think that these carburets are formed from the ores of iron used in smelting; but from the ashes or residuum of the cokes or charcoal. The silica intimately diffused through a large coke may, during the descent of that coke through the cementing region of the furnace, have its particles deoxidised and carburetted ere it reaches the melting region, whilst a silicious mass of ore, whose particles are merely surrounded by carbon, and not diffused throughout a mass of carbon, may, indeed, have a small portion of those particles deoxidised, but not carburetted, because fusion must take place before the requisite temperature is attained. Simple alloys may, when combined with iron, be readily removed by fusion as in refining, from oxidation, but carburets when alloyed are not to be thus oxidised, formed, as they must be, at an intense temperature. They stick to the iron through every process, and are present in the finished bar; from this they cannot be expelled except in one way, that is by fusion of the bar, *per se*, in a crucible; and this only succeeds when the portion of iron operated upon bears a small ratio to he internal dimensions of the crucible. Nor is this always found to cure the red-short evil; still, in many instances, the button obtained from a portion of red-short bar will be found possessed of excessive red-toughness. The fusion of cold-short iron, *per se*, was found by my father to produce a red-short button, which, when cold, possessed extraordinary tenacity. Tropical woods, growing rapidly, carry up with them a portion of the silica from the soil in which they grow, more certainly, than is found in the softer and slower growing timber of cold regions. The former also contain more alkali, or potash, than the latter. Hence, a furnace situated in a tropical climate, and smelting pure oxide of iron, may produce an iron rendered red-short by the presence of the carburets of silicon, or potassium; whilst a furnace in Sweden, smelting also pure oxide of iron, may produce iron in which red-shortness does not prevail to any injurious extent. I am firmly convinced that the Indian, or Wootz, ore would, if smelted in the furnaces of Sweden, afford bar-iron similar to that of Danemora; whilst, on the other hand, Danemora ore, smelted in an Indian furnace, would yield bar-iron of a red-short quality.

In every instance, the nature of the residuum left by either coal or charcoal on combustion should be the first object of investigation to the smelter commencing operations in a new district. The constitution of the ores upon which he is about to operate should be a secondary object, if he has in view the production of superior iron.

Chemical analysis may prove the existence of carbon and silicon in iron; but it cannot prove whether the silicon exists as a carburet or as a simple alloy. Yet silicon and iron may be ductile and tenacious at a red-heat, and carburet of silicon and iron may prove short and brittle at a similar temperature.

To diminish the red-shortness and cold-shortness of iron generally, cut down the height of the blast-furnace to 20 feet, contract, or rather place a dome over the top, to economise heat and fuel. Widen the hearth to the utmost limit of extension compatible with the working of the furnace. Make the hearth of many sides, hexagonal, octagonal, or otherwise, and get in as many tuyères as possible, with small discharge pipes, never exceeding 1¾ or 2 inches in diameter. With rich ore, apply a blast of 3 or 4 lbs. pillar, and with lean ores a softer blast of from 2 to 2½ lbs. per inch. Mr. Yates, of Wingerworth, has made a near approximation to this plan of smelting, and, I understand, with great success. ROBERT MUSHET.

Coleford, September 3.

SMELTING OF IRON ORES.

SIR,—Your correspondents upon this subject seem to have overlooked the obvious explanation of the cinder phenomena exhibited at various blast-furnaces. The great art in producing a large yield of iron from any furnace is to secure, in addition to a rich supply of ore, such a combination of earths as shall in fusion produce a cinder readily liquified at a minimum degree of heat. Thus, lime and silica in certain proportions produce a fusible cinder; but its point of fusion is higher than that of a cinder, into which alumina also enters; and, again, a still lower range of temperature will secure the easy flow of a cinder, into whose composition silica, alumina, lime, and magnesia, enter in certain proportions; and if the combining fluxes should happen to be united in their *most fusible* proportions, we may have one blast-furnace carrying 50 per cent. of such easily fused earthy matter, and yet making more iron than a similar furnace, working upon similar ore, carrying only 20 per cent. of earthy matter, united in a more difficultly fusible proportion. It is, therefore, better to have a large quantity of cinder liquifying at (say) 2000° of heat than a small quantity, which may require 1000° more for its complete fusion.

In general, a cinder is fusible in proportion as the number of its constituents is augmented; and very small quantities of some of the earthy matters exceedingly facilitate fusion; thus a slag of silica 3, lime 2, alumina 1, becomes far more fusible by the addition of one per cent. of magnesia. In a furnace working upon calcareous ore with a siliceous flux, containing, perhaps, 10 per cent. of alumina, a short crudly cinder was obtained, which would flow scarcely a yard from the dam. On substituting a rich argillaceous flux, containing also magnesia and manganese, the cinder flowed to a distance of 30 ft., and remained liquid for a length of time; whilst the furnace made from a leaner ore a larger weekly quantity of iron, with a lesser consumption of coke per ton of iron.

The iron made, when such a fusible cinder exists, is of the best quality, simply because the early fusion of the earthy matters at a low temperature sets it sooner at liberty from the danger of becoming more or less alloyed with these matters—an alloy which can only take place whilst they are in contact; hence lean ores make good iron, because they require large additions of earthy matters, and which, in general, involve several oxidised bases, creating a fusion of the cinder early, in proportion to the number of bases present, and to the ratio of greater or lesser fusibility, in which they may happen to be combined.

Rich ores have not hitherto produced iron of superior quality for general purposes, because it has been the custom to rely too much upon lime as a solvent for them; and, as they are almost all siliceous, lime alone is insufficient to create a cinder fusible at a temperature sufficiently low. It seems to me a most unguarded remark, that "since the heat required to melt the iron, and carry a sufficient temperature upwards, is much greater than is necessary to fuse the earths when they are properly alloyed, it follows that a very great amount of this latter fusion is effected as it were, by-the-bye, by calorific agencies, which are performing the main operation upon the iron at the same time, and are *very little diminished* by melting the earths into the bargain." I hope Mr. D. Mushet will expunge from his letter this paragraph, which is arrant nonsense, and which under a paroxysm of the *cacoethes scribendi*—to which we all are subject now and then—he has unwittingly committed to paper. I am inclined to the "Keeper's" view of the matter, who would use rich primary ore, and just as much flux as would constitute a fluid cinder; but I should not confine myself to the use of lime and clay. Magnesia is a most important addition when fusibility at a low heat is an object.

Whenever clay, lime, micaceous sandstone, and magnesian limestone, can be obtained in moderate quantities, all rich primary ores of iron may be smelted to the utmost possible advantage, and with a very minute proportion of earthy burden for cinder. I have no doubt that in Staffordshire, Derby, and Yorkshire, more and a better quality of iron could be made from the use of primary ores alone than is now produced by the various admixtures of red ore and clay ironstone, which necessity has compelled the ironmasters to use, and which, from long habit, are regarded as essentials to the production of good iron.—WOOTZ: *Sept.* 2.

WIRE-IRON AND STEEL.

SIR,—The extraordinary article which appeared in your Journal of the 10th August, headed "Wrought-iron for Wiremaking," appears to have excited some inquiry. I have read a few extracts from Mr. Overman's work *On Iron and Steel*, and recognise, in the article now alluded to, a close resemblance to the overwhelming style of absurdity and contradiction which pervades those pages of Mr. Overman's volume, which I have been so fortunate as to peruse. "The fibres must be very fine, and the colour of the iron *white*." Again—"Iron of fine fibre, and of a somewhat *bluish* colour, is that upon which our principal reliance must be placed." Again—"Cold-short iron is to be preferred to fibrous iron." Next, wire-iron should be strong, *hard*, and tough; and, again, *soft*, and very tenacious. What lucid directions are these. We are told that iron rendered cold-short by carbon will form (for wires) the most advantageous material available, but iron rendered cold-short by carbon is undeniably steel—*ergo*, steel must be the most advantageous material for wires. But the most confounding portion of the announcement is this—viz.: That very pure iron is so weak that wire cannot be made from it; whilst iron which is hot-short, in consequence of a *deficiency of impurities*, is a still worse article! Cheer up, Mr. Leighton, and let carbo-oxide flourish; deficiency of impurities can only mean a want of carbo-oxide. I am informed by those engaged in wiremaking that the softest blooms of Swedish iron stand quite pre-eminent in quality for their purposes, in spite of their containing, if we may credit analysis, ½ per cent. of silicon. The fracture of these blooms presents a variety of grain, and, on first inspection, would impress the idea that the bloom could never be extended into a wire of considerable tenacity. There is usually a mixture of small brilliant crystals, with a dusky and slaty-coloured fibrous arrangement of the particles.

The strange doctrine, that impurities are essential to the existence of good iron and steel, appears to be gaining ground; and in Mr. Overman's work is inserted an analysis of best Sheffield razor steel, which goes to show that this steel contains not more than 91 or 92 per cent. of iron; whilst the residue is made up of sulphur, antimony, arsenic, &c., and these three ingredients exist each to the extent of more than 1 per cent.! "1 per cent. of sulphur in a razor;" hear this, ye unfortunate steel improvers and projectors, and tremble ye monopolising *blades* of Sheffield. Hitherto the sanguine but misguided steel inventor has prided himself on the purity

of his steel iron; and, strong in its fancied excellence, he has gone to the opulent Sheffield manufacturer, secure that his steel iron would come off triumphant from the fearful test to which the remorseless man of steel is about to subject it. Indistinct visions of Swedish forgemasters, walking about with their hands, and nothing else in their pockets, float before his eyes; he even begins to think that he must be merciful, and limit the make of his new steel iron, so as to leave bread and cheese for the poor Swedes, and, at all events, permit Danemora to supply iron for common uses. Meanwhile, the steelmaker (deep file) laughs in his sleeve, as the projector expatiates upon the purity of his steel iron. The bars are placed in the converting furnace, and the mysterious process commences, it progresses, and it terminates; for there is an end to all things, and more than one end to a converting furnace. The bars are withdrawn, and the pustular eruption with which they are now afflicted is duly criticised. Even the unhappy projector is compelled to confess that the erysipelitous development is not identical with that of the Danemora blotch, or with the scabious wart, peculiar to Sclavonian brands. An unfavourable augury is drawn from this want of coincidence; and finally, after unspeakable tortures of expectation and uncertainty, the projector receives his quietus in some such words as these:—"Well, M. Ganderstahl, I have tried your steel carefully, and find that it has great body, but no nature; stands the hammer well, but will not turn; works shelly and loose, and splits a good deal; for files works sound, but very hard; for gouges it will not work at all; for razors works well, but carries no edge; and, in short, my impression is decidedly unfavourable as to its general qualities." Away goes the miserable projector, consigning the steelmaker to a region hotter than a melting furnace, and racking his brains to discover what treacherous impurity can have crept into his otherwise perfect material. Away goes the steelmaker, and consigns to his pots of steel the miraculous powders of projection, composed of sulphur, antimony, arsenic, &c.; and so keen is the steel rendered, that it sometimes cuts its way through the pot, possessing edge even before it becomes a razor, setting thereby the caster's temper on edge, so that in turn he devoutly consigns his master and the powders of projection to the warm latitudes.

Now, however, the murder is out, thanks to Mr. Overman. The Sheffield monopoly has been maintained by alchemy, and, of course, no man could make good steel who possessed not the powder of projection. Now the grand secret is published, and all the world can make best razor steel as easily as they can catch birds, by putting salt upon their tails. Lest, however, they should flounder in the act of projection, our authority kindly directs that the melted steel be *well stirred* with a *hot iron rod*. What a recipe, only equalled in its happiness of conceit by the vivid anticipations of an American steel projector, who purposed, and, indeed, gravely announced, his intention of melting his steel in a puddling-furnace, and ladling it out into moulds with an *iron ladle!* Is it credible that 50 years after the subject of iron and steel had been accurately and lucidly treated in the *Philosophical Magazine*, by the late David Mushet, such monstrous contradictions, puerilities, and incongruities should appear in print, and even form a part of the latest standard work on iron and steel? I do not know to whom is due the honour of having performed the analysis of razor steel, recorded in Mr. Overman's pages, but I am satisfied that he is too modest to claim the mead of praise he has so justly merited. I must, however, beg leave to differ from him, and conceive that perfect steel can only be produced by an alloy of all the undecompounded substances except iron; the difficulty, however, lies in getting all these items into a pot, and keeping them there till, like a jury, they are *unanimous* for steel. I await with anxiety the analysis of the *wrought-iron for wire* article, by Mr. D. Mushet, and trust he will prove more felicitous in his lucubrations thereon than in his theory of upcast and downcast pits, or than his antagonist, "J. J. A.," in his refutation of that theory. Their ideas, like the currents of air, seem to move in a resisting medium, and with velocities inversely proportional to the square root of common sense.—Wootz.

THE FURNACE PARADOX.

Sir,—The multitude of assumptions with which Professor Hann has complicated my meaning, makes it extremely difficult to reply to his letter. The clearest course will, perhaps, be to dismiss any feeling of annoyance, and contradict these assumptions as they stand. I have not said any thing "respecting the formation of the natural brattice in ventilation;" I have not confounded this question with that of the furnace paradox, given in an earlier stage of the inquiry; I have not forgetten any of the conditions which Mr. Gurney states to be productive of the natural brattice, though I think Professor Hann has introduced a multitude of topics which are accidents in no way essential to it; but I have nowhere controverted the existence of all these disturbances so emunerated—some of which, more or less, affect every species of ventilation. I have not supposed that furnace ventilation was *constant*, as a glance at my remarks will make evident—as, for instance, in spite of "rate of firing," which is one of the disturbances I am alleged to have forgetten. I have *named* that, and I hardly could do otherwise; for if ventilation were constant, in spite of changes of fire, it would be constant in the absence of fire. I am of opinion that Mr. Gurney's explanation of the natural brattice is true, and have nowhere intimated otherwise; but I do not see the cogency of Professor Hann's "therefore," because, in his list of disturbances, he has omitted that particular agency to which Mr. Gurney essentially attributes it—the other conditions being variable and separable accessaries. My observations were *solely* addressed to that form of the paradox given in questions 955, 3552, and similar passages of the Lord's Report, upon which I understood, whether correctly or not, that a deputation of northern miners had consulted Professor Hann. I could not suppose this consultation had reference to the natural brattice; because Mr. Gurney had himself fully explained that in his evidence, with the full acquiescence of Prof. Hann, to its correctness. That which appears questionable to me in the explanation I have referred to is, that it assumes the existence of some power, independent of the action of the furnace, to keep up those intermittant gushes of air. Where the furnace is the sole ventilating power, there can be no increase but what the furnace occasions. That an increased current will require increased heat, not only to create it, but to maintain it, does not appear to me to be a paradox at all. If the air passes at a lower temperature into the upcast, it will undoubtedly cool it, and thereby check its own passage; but what is to *cause* this increase of cooling current, unless, as I have assumed, the passage of air is *cut off*, until the upcast is heated higher than the furnace, with the current passing, can maintain? I shall look with interest for Professor Hann's forthcoming work; but I must express a hope he will treat the comprehensive subject of ventilation with more perspicuity and precision than he has bestowed on my very limited observations. Were I certain as to the purpose of his letter, I should offer a few remarks on the effect of a *large upcast*, and consequent *slow velocity*, in promoting the alleged formation of the natural brattice. I entertain, as all must do, the highest respect for Mr. Gurney's talents and disinterestedness. He has set an example which ought to be universally followed. No one can advocate more than I do the strictness of patent right for all inventions of mere economy, utility, or convenience; but it is hardly justifiable to inflict these trammels on a question of life and death. Humanity, in such cases, should be all in all, and our motives without mixture or impediment. Not that such efforts can be considered undeserving of reward—they deserve the highest. The gratitude and good feeling of those who are benefitted, and of the nation at large, ought always to bestow a much more proportionate recompense than is ever likely to be obtained through the embarrassing filter of a patent title. With a full sense of Mr. Gurney's benevolent exertions, I should be sorry to be led into any mistaken remarks through ambiguity in the expressions of his advocate.—David Mushet: *Sept.* 3.

VENTILATION—MINE INSPECTION.

Sir,—I have no other fault to find with "J. J. A.'s" tabular arrangement of my calculations except that he has left out the essential datum on which they depend. Formulas for the efflux of elastic fluids are generally based on the supposition that they discharge in vacuum. For more ponderable fluids, as water, the resistance of the atmosphere is also neglected as insignificant. With such allowances, and the omission of gravity, his figures might be received; but my calculation was based on the consideration that the column of light air from the upcast has to make its way against the pressure of a denser gravitating fluid, 30 miles high. Can "J. J. A." prove by calculation that the best form for a swift sailing vessel is a cone, or pyramid, to sail large end first, with the base for the bows? —or that its speed will be increased by extending the area of flat surface, or by expending part of the propelling power in immersing it under the surface? Or can he cleave wood faster than by the ordinary method, if he lays the broad end of the wedge to the log and hammers away on the other? So far from these notions being generally approved, it has been held by competent authorities that, even in locomotive trains, where the specific gravity of the moving mass so greatly exceeds that of the atmospheric medium, an appreciable economy might be gained by fitting the engine with a sharp projection, instead of opposing a flat end to the air. It is very easy for persons to bewilder themselves in a calculation, as "J. J. A." appears to have done, by leaving out the principal element; but the test of these things is practice; and if his views are right, it would be necessary, as I before named, that the funnels of locomotives should be enlarged some 16 or 20 times in area, in order to pass the air heated at the fire-bars. This is inevitable, because he says the heated air will pass up the large funnel with the *same velocity* as up the small. "J. J. A." does not appear to understand how a column of atmosphere, 200 ft. area, should impede the motion imparted by a column of 100 ft. area. Let him, however, take two rods, representing the two atmospheric columns, one twice the area of the other, and then represent by two other rods, of proportionate size, the depth and difference of weight in the columns of the upcast and downcast shafts, and put these in a balance, he will discover how the motion not only may be impeded, but absolutely reversed; and that his slender downcast will forfeit its name, and fly upwards to kick the beam. One great advantage of a reduced upcast, and consequent velocity of efflux, is a protection from such reversal. Which draws most steadily, and is least likely to smoke, a waste open-mouthed chimney, exposed to every gust, or a well-protected orifice, to promote a constant steady discharge? A proper velocity acts as flame does in cleaving the heavy air upwards, and maintaining the current in the right direction. I have not overlooked the question of friction; I have, on the contrary, named it as dictating a limit to the reduction of the upcast channel; but, within certain bounds, the greater heat that can and will be maintained in a smaller upcast, with the same amount of fuel, compensates the increased friction. In truth, in such large tubes, the deduction for friction is but small, so long as the motion is in a right line. The great loss is in turnings at angles, which bring the impulse to a dead stand before it is renewed in another direction. Whether the example I have cited from Haswell Colliery be unhappy or not, I have given it exactly as it stands in the report. I think it much more unhappy to assume, as "J. J. A." has done, that Mr. Phillips and Mr. Taylor were ignorant of what was before them, or had forgotten certain "alterations underground." But this is always the case with the inspectionists—one of whom "J. J. A." appears to be; they enjoy a somnambulistic clairvoyance, and can see better 300 miles off than another person on the spot. That the lining increased the heat, I have already given as the opinion of Mr. Taylor.

I perceive, in your "Notices to Correspondents," that the fictitious report of Mr. Blackwell's presidency proceeded from the *Gateshead Observer*. For my part, I cannot see anything amusing in such misrepresentations. It would have been more to the Editor's credit had he shown, by a copy of the newspaper, that the report did not coincide with your paragraph, in which it was expressed as clearly as is in the power of language, that the chairman was the Government commissioner. David Mushet.

August 27.

ON EVAPORATION.

Sir,—I quite agree with Mr. Franklin Coxworthy, that evaporation does not result from heat, although it may accompany it. Heat is merely a name for an electric effect, and is developed during the abstraction or expulsion of the electric matter from other bodies, or during its motion through any substance, as will be found fully explained in the *Mining Journal* for 1849, pp. 295, 330.

Heat being of electric origin, any evaporation that results from it must be due to electric agency; and if this be the source of all evaporation, it ought to follow that the greatest amount of evaporation should take place about the time of the maximum of electric intensity of the atmosphere, which agrees with the results in Mr. Coxworthy's statement, who found that as much evaporation took place during the five hours, from 5 to 10 P.M., as during the preceding eight hours, and the evening maximum of the electricity of the air occurs at about 9 P.M.

There is very strong reason to suppose that evaporation is an electrical effect, if it does not yet admit of direct proof. It cannot, therefore, be a matter of surprise to find that the time of the year during which the highest electric intensity prevails in the atmosphere is also that in which it is most highly saturated with moisture. The following comparion of the respective states shows this to be the case. The degree of moisture is deduced from the prevalence of clouds and the indications of the hygrometer. The authority for the first and second columns is Dr. Faraday, and for the third the *Almanack of the Society for the Diffusion of Useful Knowledge*, which is considered to be a correct standard:—

	Electricity of the air.	Cloudy.	Mean dryness.
January	605	268	1·8
February	578	220	3·1
March	200	129	4·9
April	141	71	6·4
May	84	46	7·9
June	47	36	8·0
July	49	41	6·5
August	62	56	6·3
September	70	42	5·5
October	131	75	4·1
November	209	109	2·4
December	507	181	1·7

Portsmouth, Aug. 28. J. J. Lake.

THE COPPER-WORKS, SWANSEA.

Sir,—I am induced, after referring to an extract of the *Morning Chronicle*, which appeared in your Journal of the 17th August, respecting an inquiry into the labouring classes of this country, and designated "Labour and the Poor," to offer you a few brief remarks on the subject. It would appear, from the testimony of their correspondents, that they are considerably indebted to Mr. Pooley, of the firm of Messrs. Williams, Foster, and Co., for a considerable portion of their information; and, amongst other things, he said that *there is no working on Sundays, a few calciner men excepted.* I think if those correspondents to the *Morning Chronicle* had (instead of resting upon this information) proceeded to *their* Crown Copper-Works, Neath, they would have there found that not only the calcining, but every other process is carried on to its *full extent* on the Sabbath-day. These are facts which Mr. Pooley nor no other gentleman can deny. So much for the inquiry by the *Morning Chronicle* correspondents. I presume, Mr. Editor, that those functionaries have been paid by the Government for their valuable services.—The Truth: *Sept.* 3.

THE MACHINERY AT THE BURRA BURRA MINES.

Sir,—I notice in your Journal of the 24th August, under the head of "Mining in South Australia," the following remarks:—"The pumping-engine is a beautiful piece of machinery, like all the work which is turned out of the Hayle Foundry," &c. Now, without the slightest wish to question the merits of the Hayle Foundry, which are too well known to require comment, I think we should pay honour where honour is due; and, as the engines in use at the Burra Burra Mine were all manufactured at the Perran Foundry, I shall feel obliged if you will notice the fact in your next Number.—Richard Hallett, Jun.: *St. Helen's-place, Sept.* 5.

Valuable Mineral Paint Discovery.—We learn, from America, that "on the west side of Agawan river, in West Springfield, near the Falls and Factories, a quarry of stone material, suitable for paint, has recently been discovered, and purchased by Skinner and Hancox. The premises consist of a high bluff of four or five acres, on the top of which Springfield may be plainly seen. The tract contains an inexhaustible supply of the material, which is a soft, reddish-brown stone, with some veins of blue, which when exposed to the air, slacks or softens, and crumbles. To prepare it for mixing with oil, like lead, it is first washed, then ground. Nothing of the kind, beside this, has yet been found in this vicinity. According to Dr. Jackson's analysis, it contains a larger portion of the hardening qualities than any paint material yet known. It is consequently more impervious to fire and water. We have seen some specimens of it, painted on wood and dry, and it looks well. The cost is not half so much as lead, and it is thought to be more durable, besides its protection against fire and water. Should this material prove to be what is now believed of it by those who have examined it, the result will be fortunate for our community, and a source of profit to our enterprising proprietors. Similar discoveries at the west have been already favourably introduced to the public; but this one in West Springfield presents, as we have said, more substantial qualities for the use to which it is found adapted, than any other discovery of the kind yet made known."

A Suffolk Birkenhead.—At the Norfolk Railway Company's last meeting, Mr. Peto, M.P., stated that 90 houses had been built during the year close by the station at Lowestoft; that Lowestoft harbour dues had increased 40 per cent. within the half-year, though the works were by no means complete; and that the extraordinary prosperity of that pleasant little watering-place was certain to be a source of very considerable profit to the company, though the advantages of railway communication were very recently extended to it, and not without much distrust as to the pecuniary result.

ECONOMY—TO PROPRIETORS OF MINES AND MINERAL WORKS.

EDGE & SON respectfully request attention to the very great superiority of their FLAT and ROUND CHAINS over any other band that is used in raising weights from any depth, both as to safety, durability, and all other needful qualities.—The TESTIMONIALS annexed are a selection from a great number in their possession; they would particularly notice that of Messrs. Eyton and Co., which states that these Chains have given complete satisfaction when working, *on the first motion*.

TESTIMONIALS.

We can fully recommend B. Edge and Son's Flat Chains for Coal Pits, as being more durable, economical, and quite as safe as ropes; we have used them many years in our colliery, and they are generally, if not entirely so, in the collieries in Shropshire.
(For the Coalbrook Dale Company and Self), A. DARBY: 4 mo. 20—39.

For the last 20 years the Flat Chains manufactured by Benjamin Edge, of Coalport, have been used in our colliery, and we can safely recommend them as cheaper in the end and safer than any description of rope. (For the Madeley Wood Co. and Self),
J. ANSTICE: Madeley Wood, April 23, 1839.

I have had Chains made for our Wombridge Works, and also the Madeley Works, both in Shropshire, by Messrs. Edge and Son, of Coalport, and we have great pleasure in saying the quality has been uniformly good, and have always given satisfaction, and I can with confidence recommend their chains. (For John Bradeley and Co.)
JAMES FOSTER: April 28, 1846.

Sirs,—You are at liberty to make use of this letter in any way you can make it useful. I have been in the practice of dealing with your family for the principal part of my chains for at least 30 years, and which I still continue to do— that circumstance, I trust, is a sufficient proof that I find the articles serviceable and satisfactory.
Messrs. Edge and Son. T. E. WARD: Bik. Park, Chirk, Sept. 17, 1846.

Messrs. B. Edge and Son, Coalport, having supplied the whole of the Pit Chains which I have purchased the last 15 years, I have pleasure in saying they have given me the greatest satisfaction, and I can confidentially recommend the Chains made by them.
THOMAS BROWN, Ebbw Vale Iron-Works; June 18, 1846.

We have had Flat and other Chains from Messrs. B. Edge and Son for the last six years and they have given us entire satisfaction. EYTON & CO.,
Mostyn Collieries, near Holywell, Sept. 12, 1846.

We have had a Flat Chain from Mr. Edge to wind coal out of one of our pits 143 yards deep, and it has been at work for upwards of seven years—*on the first motion*, and we expect it to last a good many years again. EYTON & CO.,
South Mostyn Collieries, near Holywell, May 17, 1850.

We have pleasure in stating that we and the Neath Abbey Coal Company have bought Chains of Edge and Son for 25 years, and that they have given much satisfaction.
(For the Neath Abbey Iron Co.), NATHANL. TREGALIS: 22d 6 mo., 1846.

I have great pleasure in saying that we have been making use of your Flat and Round Chains for some years, all of which have given the greatest satisfaction; in fact, we have not had one single instance of a breakage. WILLIAM JONES.
Messrs. B. Edge and Son. Brymbo Iron-Works, Sept. 23, 1846.

Liverpool Corporation Proving Machine Yard.
It is not often that we prove cables that turn out so well as those you made Messrs. J. Hodgson & Co. (For Richard Cobden), W. KNOWLES, Superintendent.
Messrs. B. Edge & Son, Chain Manufacturers, Coalport, Salop.

EDGE AND SON,
COALPORT CHAIN MANUFACTORY, NEAR COALBROOK DALE, SALOP.

GREAT CENTRAL GAS CONSUMERS' COMPANY.—
Capital £150,000, in 15,000 shares, of £10 each.
(With power to increase the capital to £250,000 when required by increased consumption.)
Incorporated under the 7 and 8 Vic., c. 110, and a Deed of Settlement, limiting responsibility of shareholders to the amount of their shares.

DIRECTORS.
JOHN BRADBURY, Esq., Aldermanbury.
FRANCIS BENNOCH, Esq., 78, Wood-street.
GEORGE H. BOVILL, Esq., 19, Abchurch-lane.
FRANK CLEMOW, Esq., Anderton's Hotel, Fleet-street.
THOMAS DAKIN, Esq., 73, King William-street.
W. F. A. DELANE, Esq., 10, Eaton-place, Eaton-square.
THOMAS GABRIEL, Esq., Commercial-road, Lambeth.
JOHN HUNT, Esq., Monument-yard and Lambeth.
JOHN LOWE, Esq., Fleet-street.
THOMAS H. MASSEY, Esq., 3, Devonport-street, Hyde-park.
JAMES WYLD, Esq., M.P., Park Villas West, Regent-street.
JAMES WARREN, Esq., 96, Houndsditch.
Auditor—Thomas Howard Fellows, Esq., No. 1, King's Bench-walk, Temple.
Engineer—Alexander Angus Croll, Esq., C.E.
Surveyor—John H. Stevens, Esq., Surveyor of the Western District of the City.
Joint-Solicitors—David Williams Wire, Esq.; Benj. Hardwick, Esq.
Chemical Referees—Professor Graham, F.R.S., London University; J. Leeson, M.D., F.R.S., St. Thomas's Hospital.
(Inspector of Gas Meters to be appointed by the Magistrates, the Corporation of London, or the Board of Trade).
Bankers—Messrs. Currie and Co., 29, Cornhill.
OFFICES OF THE COMPANY—No. 48, MOORGATE-STREET.

AT an EXTRAORDINARY GENERAL MEETING of the shareholders of the GREAT CENTRAL GAS CONSUMERS' COMPANY, at the London Tavern, on the 4th of September, 1850,
THOMAS GABRIEL, Esq. (Deputy-Chairman), in the chair,
The resolution of the previous General Meeting was unanimously confirmed, and it was unanimously resolved,—
That the cordial thanks of this meeting be given to the Directors of the Company, for the vigorous and judicious manner in which they have prosecuted the objects of the Company.
That, at the request of the Directors, an acting Committee of Shareholders and Consumers be appointed to communicate and co-operate with the Board in promoting the general interests of the Company amongst their brother-consumers.
An acting committee of 20 consumers from the different wards of the City was then appointed, with power to add to their number.

GREAT CENTRAL GAS CONSUMERS' COMPANY.—
Notice is hereby given, that this Company are READY, at their own expense, to SUPPLY SERVICES and METRES to the GAS CONSUMERS in the CITY of LONDOM—in the several streets, lanes, and courts, in which their mains and pipes are laid.
Offices of the Company, 48, Moorgate-street, Sept. 5, 1850.

Dedicated, by permission, to the Right Hon. Lord Brougham.
Just published, price 5s., boards.

NEW COUNTY COURT EXTENSION ACT, with Notes of Cases decided in the Superior Courts, relative to the Practice and Jurisdiction in the County Courts, Removal of Causes, and Staying Proceedings by Prohibition, as applicable to the jurisdiction conferred by the Extension Act, 13 and 14 Vic., c. 61. To which new Graduated Tables of Fees, payable on hearing Plaints from £1 to £50, are added, various Forms of Procedure, and copious Indices.
By DAVID ELWIN COLOMBINE,
Solicitor of the Courts of Westminster, practising in the County Courts.
London: Wildy and Sons, Lincoln's Inn Gateway, Carey-street.

PATENT IMPROVEMENTS IN CHRONOMETERS, WATCHES AND CLOCKS.
E. J. DENT, 82, Strand; 33, Cockspur-street; 34, Royal Exchange (clock tower area), Watch and Clock Maker, BY APPOINTMENT, to the Queen and his Royal Highness Prince Albert, begs to acquaint the public, that the manufacture of his chronometers, watches, and clocks, is secured by three separate patents, respectively granted in 1836, 1840, 1842. Silver lever watches, jewelled in four holes, 6 gs. each; in gold cases, from £8 to £10 extra. Gold horizontal watches, with gold dials, from 8 gs. to 12 gs. each.
DENT'S PATENT DIPLIEDOSCOPE,
or Meridian Instrument, is now ready for delivery.—Pamphlets containing a description and directions for its use 1s. each, but to customers gratis.

BY HER MAJESTY'S ROYAL LETTERS PATENT.

MASTERS & CO., ORIGINAL INVENTORS and SOLE PATENTEES of the following SCIENTIFIC and USEFUL INVENTIONS, beg to call the attention of the Nobility and Gentry to their latest discovery in the preparation of SODA WATER, &c. &c., by their
PATENT SODA-WATER AND AERATING APPARATUS,
By the aid of which Soda Water, and all aerated waters, can be made and fully charged with carbonic acid gas in a few minutes, and the flattest Beer or Wine can be made as brilliantly sparkling as Champagne in an equally short time, and the expense mere nothing.—Price of machine, 30s. and upwards, which needs only be seen to be appreciated. Adapted for shippers to every climate. Also,
MASTERS' PATENT ICE SAFE,
For preserving Provisions Cool in the hottest weather in summer.
MASTERS' PATENT FREEZING MACHINE,
For making Dessert Ices, Freezing Spring Water, and Cooling Wine at the same time, with or without ice. The largest size is suitable for confectioners, and will make from 50 to 100 quarts of Dessert Ice in a few minutes.
MASTERS' PATENT SHERRY COBBLER FREEZING AND COOLING JUG,
For producing Pure Ice from Spring Water, on your own table, in five minutes, without the aid of ice, by his Freezing Mixture, which will produce ice in one minute in the hottest climate.
Every description of APPARATUS for PRODUCING ICE ARTIFICIALLY.
Also, by Royal Letters Patent,
MASTERS & CO.'S PATENT ROTARY BUFF KNIFE-CLEANING MACHINE,
£2 2s. and upwards,
Which will clean and polish, equal to new, 12 knives in one minute, without noise or dust.
Descriptive particulars and engravings, with upwards of 700 testimonials, forwarded on application to MASTERS & CO., 333, Oxford-street, Regent-circus, and his Depôt adjoining the Polytechnic; also, at 7, Mansion-house-place, City.

THE PATENT OFFICE AND DESIGNS REGISTRY
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INVENTORS will receive (gratis), on application, the OFFICIAL CIRCULAR OF INFORMATION, detailing the eligible course for PROTECTION of INVENTIONS and DESIGNS, with Reduced Scale of Fees.
Messrs. F. W. CAMPIN and CO. offer their services, and the benefit of many years experience, in SECURING PATENTS and REGISTRATIONS OF DESIGNS, with due egard to VALIDITY, economy, and dispatch—assisted by scientific men of repute.
Also, in MECHANICAL and ENGINEERING DRAWINGS, whether connected with Patents, Railways, or otherwise, by a staff of first-rate draftsmen.
Application personally, or by letter, to F. W. Campin and Co., No. 210, Strand (corner of Essex-street).

MESSRS. CREFT, FULLER, & CO., 1, Royal Exchange-Buildings, have a FEW SHARES in SOUTH CARN BREA FOR SALE.—This sett is in decidedly the best metalliferous district in Cornwall, being situate between Carn Brea, £15 paid, and worth £130; Wheal Basset, £10½ paid, and worth £300; North Basset and Wheal Buller (opened about 18 months since), £10 paid, and worth £650. The cost-book and general superintendence will be under the same able management as Carn Brea, which has divided about £1200 per cent. upon the sums invested, and the sales of ore during the past quarter have realised upwards of £14,000.—(See *Mining Journal* of July 6).

Messrs. C., F., & Co. can also TRANSACT BUSINESS in the following MINES:—

Great Devon Consols	Trethellan
South Basset	Wheal Fortescue
Wheal Franco	Wheal Venton
Penzance Consols	Exmoor Wheal Eliza
West Wheal Friendship	Warleggan Consols
Lewin	Moditonham
South Plain Wood	Wheal Hamlyn
Tincroft	Wheal Harris
Condurrow	Wheal Fortescue

United Mexican—National Brazilian, &c.

MINING AND GENERAL AGENCY OFFICE, *No. 52, THREADNEEDLE-STREET, LONDON.*

Mr. R. TREDINNICK begs to inform his Friends and the Public of his REMOVAL to the above COMMODIOUS ROOMS, in the Hall of Commerce, where he purposes to hold, in addition to his general Agency Business, PERIODICAL SALES, BY AUCTION, of SHARES in MINES, RAILWAYS, BANKS, CANALS, INSURANCE, and OTHER COMPANIES; also Reversions, Annuities, Bonds, &c., together with Estates, Houses, and Property of every description.

SHARES BOUGHT and SOLD ON COMMISSION, and MONETARY MATTERS of every kind NEGOCIATED; Statistical and General Information afforded gratuitously, upon personal application.

Mr. T. offers to the mining world the opportunity of exhibiting in his Public Sale Rooms, Reports, Plans, Sections, and Specimens of Mines and Mineral Districts, whether situate in the United Kingdom, Foreign, or Colonial Possessions, upon forwarding the same, free of expense; as also Plans, Sections, &c., of Estates, Houses, and other Property for Sale.

COURT GRANGE SILVER-LEAD MINES.—TO BE SOLD, ONE EIGHTEENTH PART, or SHARE, of the ABOVE MINES, guaranteed free of all calls (and conducted upon the Cost-book Principle).

The setts extend over about 4000 acres of ground, and are situate in the centre of the silver-lead basin of Cardiganshire, comprising Pen-y-Cefn, East Pen-y-Cefn, and Lletenhein Mines, with a complete field of machinery in excellent condition, and an abundant water-power. They are held on lease under the Right Hon. the Earl of Lisburne—about 19 years of which are unexpired.

The mines are at present in full operation. "The returns per month will not be less than 30 or 40 tons, which will leave a profit of 150*l.* per month, with every prospect of a gradual increase."—(See the "City Article" in this Journal of the 17th inst.)

A complete and attested copy of the conditions, and the rules and regulations of the company may be seen, and further particulars be obtained, on application to Mr. Wm. Trenery, mine and sharebroker, 9, St. Michael's-alley, Cornhill, London.

ASTURIAN MINING COMPANY.—Notice is hereby given, that a SPECIAL GENERAL MEETING of the shareholders in this Company will be HELD at the offices, 9, Austinfriars, in the city of London, on Tuesday, the 10th day of September next, at One o'clock precisely, to take into consideration a petition presented to the Court of Chancery, under the Winding-up Acts, by Messrs. Joseph de Vitre, Michael Forristall, Thomas Glass Lowder, and Robert Moore, to decide upon the abrogation of the whole or any of the powers of the Board of Directors and Liquidators, which were suspended at a Special General Meeting of the shareholders, held on the 19th July last, and conferring additional powers on the Trustees and Committee to facilitate the final settlement of the affairs of the Company; and also to withdraw or vacate (if necessary) a Power of Attorney given, or alledged to have been given, by certain Directors and Liquidators to Messrs. John Joseph Kelly, of Gijon, and George Lambley, of Mieres (kingdom of Spain), and to receive and consider a report (if it be then delivered) of Messrs. James Scott, Michael Forristall, T. G. Lowder, and Robert Moore, the Committee of Investigation appointed in August, 1849.

By order of the Trustees and Committee,
9, Austinfriars, London. Augnst 20, 1850. K. MACKENZIE, Secretary.

COPIAPO MINING COMPANY.—Notice is hereby given, that a DIVIDEND of EIGHT SHILLINGS per share will be PAID on the shares of this Company, at the office, 22, Austinfriars, on Monday, the 14th October next, and following days. The dividend warrants are required to be left at the office two days for examination.—Please call between the hours of Twelve and Two.

By order of the directors, ROBERT CLARK.
22, Austinfriars, August 14, 1850.

UNION TIN SMELTING COMPANY.—Notice is hereby given, that the HALF-YEARLY GENERAL MEETING of this Company will be HELD at this house on Wednesday, the 9th day of October next, at Two o'clock precisely, when the half-yearly statement of the Company's affairs, to the 30th June last, will be submitted. P. WATSON, Secretary.
Salvador-house, London, Sept. 6, 1850.

PROPRIETORS OF MINES AND QUARRIES are respectfully informed that the EXECUTIVE COMMITTEE of the SALFORD BOROUGH ROYAL MUSEUM AND LIBRARY are desirous of DEVOTING a PORTION of the MUSEUM to a COLLECTION of BRITISH ROCKS, MINERALS, and FOSSILS. The Museum and Library are vested in the Mayor and Corporation of Salford, for the free use of the public in perpetuity. The building is situated in the public park—"the Peel Park"—in Salford, the great resort of the inhabitants of that densely populated borough and neighbourhood.

The committee will feel grateful for the contributions of persons willing to assist them in the above most desirable object.—Specimens and communications to be addressed to Mr. J. Plant, Peel Park, Salford. WM. FOYSTER, Honorary Secretary.

STEAM BOILER FOR SALE.—TO BE SOLD, an EGG-END CYLINDER BOILER, 18 feet 6 inches long, 3 feet 6 inches in diameter complete, with safety valve, steam pipe, furnace front, bridge, bearing, and fire bars, manhole cover, float, &c., warranted sound, and nearly new. The reason for disposing of the same is that the proprietors have erected a boiler of greater power in its room. Possession may be had immediately.—Apply to George Lashmar and Co., at the Tortington Oil Mills, Arundel, Sussex.—N.B. There is inland communication with London by river, and it is about a mile from the Arundel Station of the South Coast Railway.

LOCOMOTIVE ENGINES—ON SALE.—SIX NEW LOCOMOTIVE PASSENGER ENGINES and TENDERS; particulars as follows: Outside cylinders 15 in. diameter, and 22 in. in stroke; driving wheels 6 feet diameter; leading and trailing wheels 3 feet 6 inches diameter. All the wheels entirely of wrought-iron. Strong copper fire-boxes, with 68 feet of heating surface, and 120 tubes, 10 feet 5 inches long, and 2 inches outside diameter. The tenders are made to hold 1000 gallons of water, with well constructed framing, all of wrought-iron, and are carried on six wheels, 3 feet 6 inches diameter, of wrought-iron, with cast-iron centres.

The whole of the workmanship is of the very best description, and the price very moderate.—For further particulars apply to the makers, Messrs. Benjamin Hick and Son, Soho Iron-Works, Bolton; or to Mr. Josiah Kearsley, at the office of Messrs. B. H. and Son, 1, New Broad-street, City, London.—July 25, 1850.

TO ENGINE BUILDERS, RAILWAY COMPANIES, ENGINEERS, &c.—The ADVERTISER having spent considerable time in arranging a NEW SLIDE VALVE for STEAM-ENGINES and OTHER PURPOSES, has at length arranged it in such a manner as to equalise the pressure on the valve, thereby doing away with the great friction on the face of the slide and the eccentric gear, and improving the power of the engine and reducing the cost of fuel. For locomotives, where the steam is used at a very high pressure, it will be found most valuable, and any engine builder having cylinder patterns by them can have them altered to receive the New Slide at a trifling cost, as it is simple as well as effective.

The Advertiser having been employed in the Locomotive Department at Swindon, on the Great Western Railway, had an opportunity of witnessing the arrangement that was tried with the valves of the *Iron Duke* engine, which was a piston attached to each slide, but owing to its soon becoming deranged, it was abandoned; since then the New Slide Valve has been contrived, and the Advertiser is desirous of treating with any party for the SALE of the same, or otherwise, as may be agreed.

Apply by letter to "M. J.," at the Post-office, Preston, Lancashire, till called for.

TO ENGINEERS, IRONFOUNDERS, RAILWAY WHEEL AND AXLE MANUFACTURERS, AND CARRIAGE BUILDERS.—TO BE DISPOSED OF, the BUSINESS and PREMISES of a RAILWAY WHEEL and AXLE MANUFACTORY, ENGINEERING and IRONFOUNDERS trade, now in operation in the town of BRADFORD, Yorkshire; the premises are nearly new, conveniently situated, and a large business can be carried on.

Applications to be addressed to "E. J.," care of the Trustees of R. Waddington, Bradford, Yorkshire.—Bradford, August 28, 1850.

TO MINERS, QUARRIERS, AND PIT OWNERS.—The many serious accidents caused by the breaking of hempen ropes, through the damp and waters of pits, shafts, &c., has caused the ORIGINAL PATENTEES of the WIRE ROPE to MANUFACTURE FLAT and ROUND FLEXIBLE ROPES, peculiarly adapted to such strains and situations, to which they call attention for the above purposes.—All information as to weight, strength, and price, forwarded by addressing the PATENT WIRE ROPE WORKS, MILLWALL, LONDON.

N.B.—All other wire ropes are spurious imitations and piracies.

IMPROVED WIRE ROPE.—The UNDERSIGNED, in tendering their best thanks for the liberal support they have hitherto received, respectfully solicit attention to the vast IMPROVEMENTS which new machinery and attention has enabled them to effect in the MANUFACTURE of ANDREW SMITH'S PATENT WIRE ROPE, more particularly his FLAT ROPE, which they can now produce of a description far superior to any previously offered to the public.

WILKINS & WEATHERLY.
Patent Wire Rope Works, 39, High-street, Wapping, London.

STEAM TO INDIA AND CHINA, VIA EGYPT.—Regular MONTHLY MAIL (steam conveyance) for PASSENGERS and LIGHT GOODS to CEYLON, MADRAS, CALCUTTA, PENANG, SINGAPORE, and HONG-KONG.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY BOOK PASSENGERS and RECEIVE GOODS and PARCELS for the ABOVE PORTS by their steamers—starting from Southampton on the 20th of every month; and from Suez on or about the 10th of the month.

BOMBAY.—Passengers for Bombay can proceed by this company's steamers of the 29th of the month, to Malta, thence to Alexandria by her Majesty's steamers, and from Suez by the Honourable East India Company's steamers.

MEDITERRANEAN.—MALTA—On the 20th and 29th of every month. CONSTANTINOPLE—On the 29th of the month. ALEXANDRIA—On the 20th of the month.

SPAIN AND PORTUGAL.—Vigo, Oporto, Lisbon, Cadiz, and Gibraltar, on the 7th 17th, and 27th of the month.

For plans of the vessels, rates of passage-money, and to secure passages and ship cargo apply at the company's offices, No. 122, Leadenhall-street, London; and Oriental-place, Southampton.

BICTON CONSOLS, situate in the parish of LINKINHORNE, COUNTY OF CORNWALL.

Divided into 1024 shares.—Deposit £2 5s. per share.

The LOCALITY of this SETT, together with the relative position which it bears to the Trelawny and other productive Lead Mines of the district, is too well known to require further description than given in the following

REPORT.

Bicton and Scrawsden sett (now called Bicton Consols), is situate in St. Ive, Cornwall, and is one of the most extensive setts in the district; it lies in killas, between the granite ranges of Caradon and Heigaston, in the centre of an extensive and tried mining district, having in the north and west the Caradon and Phœnix Mines, and on the east the Holmbush and Callington Mines, and is to the north of Trelawny, Mary Ann, Trehane, &c., run of lead mines. Three large north and south lead lodes have been cut; the eastern of these is 6 feet wide, 4 feet of which is gossan, and the remaining 2 feet a very fine flookan. The next lode is about 50 fathoms further west, very similar in character, and is about 4 feet wide. The third lode is about 50 fms. further west, of a similar character, and about 2 feet wide. These lodes have been traced a mile in the sett. It is impossible to see finer indications at the surface than these lodes present, and the district being a proved one, there is every probability of their producing abundance of lead.

(Signed) SAMUEL RICHARDS, Trehane Mine.
ROBERT DUNSTAN, West Caradon.
SAMUEL SECCOMBE, Phœnix Mines.
JOSEPH KEMP, Trelawny.

The testimony of the above experienced and well-known agents, now conducting the most productive and best dividend-paying mines in the locality, is considered a sufficient guarantee as to the probability of a favourable result.

A large portion of the shares have been disposed of in the neighbourhood of the mine, and application for the remaining shares may be made to Mr. James Lane, No. 80, Old Broad-street, London.

CRAIG-Y-MWYN LEAD MINES, LLANRHIADR, MONTGOMERYSHIRE.—The proprietors of these mines having intersected two veins of ore, of great value, are desirous of WORKING them by means of a PUBLIC COMPANY. The lease is for 21 years, from the Earl Powis, at a royalty of 1-10th, and comprises about ONE THOUSAND ACRES of MINERAL LAND, on which three Lead-bearing veins are now worked. The north vein, containing solid ore, 2 feet wide, resting upon a bed of loose ore, about 12 inches wide, proved for 10 fathoms, intersected by three levels, at the depths of 130, 150, and 160 yards, all cut into the ore, and will shortly be further intersected by a level driven 53 yards lower.

Parallel with this vein, at the distance of 10 yards, a vein is now being worked, 9 fee wide, and beginning to show ore of great promise.

The south vein has been cut into by a level 240 yards—extracting solid blocks of ore, from 3 to 4 cwts., and will shortly be intersected at a further depth of 50 yards.

These works require no machinery whatever for getting.

The ore is of great purity, selling at £12 per ton. The mine will be divided into 1600 shares—900 of which are taken up, leaving 700 for disposal, on which £8 per share is to be paid on receipt of scrip. The lead on bank, about 50 tons, will be available for a first dividend to shareholders joining during this month.

Applications for shares to be made to Bell Williams, Esq., land agent, 16, Castle-street, Liverpool; or to Mr. James Lane, mine agent, 80, Old Broad-street, London, where plans, reports, and sections of the works can be seen; copies of the reports may also be obtained at the office of the *Mining Journal*, 26, Fleet-street, London.—Sept. 3, 1850.

TYN-Y-WORGLOD SLATE QUARRIES, NORTH WALES.

Capital £16,000, in 4000 shares, of £4 each.

This COMPANY is now WORKING a part of the GREAT BANGOR SLATE BED, situate about 6 miles from the port of Carnarvon, held under lease for 21 years. The estate joins the celebrated Quarries of Peny-bryn, Penworsad, Dorothea, and others, all of which have been paying enormously for many years. A tramroad adjoins the quarries to carry down the slates to the shipping ports. The SLATE of TYN-Y-WORGLOD has the same beautiful pink hue, delicacy of grain, fine texture, elasticity, soundness of *metal*, and all the good qualities of the Pennant Slate.

The quarries are most advantageously situated for economical workings—no machinery being required as adjuncts for several years: the lie of the slate now taken from the great vein, already proved 60 yards in breadth, and the immense blocks of the soundest description of slate now being produced, are in themselves ocular proofs of the rich productive nature of the quarries.

The past outlay of the company has put the works in a state of present profit; and when the vein is further developed, to allow room for an extension of bargains, it is estimated that these quarries will produce a profit of upwards of £12,000 a-year, and that by the work of 100 men only.

The business of the Company is managed on the Cost-book System, by a board of directors in London, with a purser, and the necessary agents at the quarries.

Further particulars may be obtained at the offices of the Company, and by reference to the engineers' and agents' reports, always open to inspection.

The few remaining shares not yet subscribed for are offered as a source of permanent income—an application for which may be made at the office of the Company, 52, Threadneedle-street, where attendance is daily given. JOHN FISH, Secretary.

WHEAL RESPRIN.—This MINE is situated on the north-west of the parish of ST. WINROE, in the county of CORNWALL, north-east of the old Maudlin, east of Tregoland, and west of the Caradon Mines, in a beautiful valley of blue killas, on the banks of the River Foy. The mine was worked by the ancients, and about 45 years since by the proprietor of the land; but, for want of proper machinery and management, it was abandoned; another attempt was made to work it about 30 years since, which also proved a failure, by not being able to draw the water out so as to work her. Several applications since then have been made for the sett, and large sums offered, without success. Since the proprietor's death, the sett has been granted by his relative to the party now working the mine, who have erected machinery of sufficient power to keep the water out, so as to allow of driving on the lodes, and the result has been the raising of about 20 tons of rich copper in a very short time. About 10 days since the mine was examined by a gentleman who had been making a survey of different mines in the county; the cross-courses are considered favourable for lead—one, about 6 fathoms down, contains chiefly flookan, with mundic—beyond is very rich copper. Some rich silver-lead ore has also been found, confirming this gentleman's opinion; they are now driving a 16 fathom level east, towards the cross-course, and are about to drive north and south, so as to intersect other lodes, which can be seen from the surface.

This mine has the advantage of great water-power, whereby a great saving of expense will be obtained in working.—About 100 shares remain unsold.

All necessary information may be obtained of the agent, on the mine; or of Mr. W. H. Lyttleton, of Demeans, near Lostwithiel, where also prospectuses may be had.

Dated Resprin, near Lostwithiel, Cornwall, Sept. 2, 1850.

WHEAL PROVIDENCE SILVER-LEAD AND COPPER MINE,—SOUTH SYDENHAM, DEVON.

Within 250 fathoms of the celebrated "Wheal Maria" Mine.

LONDON OFFICE—3, *WALBROOK-BUILDINGS.*

Prospectuses of this mine may be had on application at the office, where may be seen specimens of the lodes and gossans and samples of the ores. The reports from several eminent mining agents may also be inspected there.

Mr. Evan Hopkins, C.E., F.G.S., is now engaged inspecting the mine, and his report will be published as soon as received.

Only a limited number of shares are to be disposed of.

3, Walbrook-buildings, London, Sept. 6, 1850.

WHEAL ZION COPPER AND SILVER-LEAD MINE, CALSTOCK, CORNWALL.

ON THE COST-BOOK PRINCIPLE.

In 2048 shares, of £1 each.

OFFICES—5, WHITE HART-COURT, LOMBARD-STREET, LONDON.
BANKERS—Messrs. Spooner, Atwoods, & Co., 27, Gracechurch-street.
SECRETARY—Mr. Fenton.

This valuable MINE is in the rich mineralised Tavistock district; is held under lease from His Royal Highness the Prince of Wales and Duke of Cornwall, for a term of 21 years, at a royalty of 1-15th, and situate in the parish and manor of CALSTOCK, in the county of CORNWALL; bounded on the north by Wheal Arthur, on the west and south by Wheal Edward, Wheal Calstock, and Okle Tor Mines, and on the east by Wheal Russell, Bedford United, George and Charlotte, and other mines, and the River Tamar.

The lodes are very numerous, several of which have been satisfactorily explored, and their value ascertained; they were partially worked several years since, when deep adits were driven, and shafts, sunk, &c., at a vast expense, all of which were re-opened in April, 1849—since which time the mine has been at work, and many important discoveries made.

Four of the lodes are found to contain large quantities of copper and silver-lead orese and a small outlay will now bring the mine into a profitable state of working, and realis handsome dividends to the shareholders.

Reports from experienced mine agents, a map of the mine, and samples of the ore, may be seen, and all further particulars known at the offices of the company, 5, White Hart-court, Lombard-street, London, where shares may be obtained.

W. FENTON, Secretary.

ASSAYING AND ANALYSIS.—ASSAYS and ANALYSES of MINERALS, METALS, SOILS, FURNACE, and all other MANUFACTURING PRODUCTS. INVENTORS and INTENDING PATENTEES assisted in PERFECTING any INVENTION involving an intimate knowledge of chemistry.

INSTRUCTION in all branches of ASSAYING, ANALYSIS, and METALLURGICAL and MANUFACTURING CHEMISTRY.

Communications to be addressed to Mr. Mitchell, 23, Hawley-road, Kentish Town.

BICKFORD'S PATENT SAFETY FUSE.—The Patentees of the ORIGINAL, and only real, SAFETY FUSE, beg to inform Merchants, Mine Agents, Railway Contractors, and all persons concerned in Blasting Operations, that, for the purpose of protecting the public in the use of a genuine article, the PATENT SAFETY FUSE *has now a thread wrought into its centre*, which being patent right, infallibly *distinguishes it from all imitations*, and ensures the continuity of the gunpowder. The Safety Fuse is now protected by a Second Patent, and manufactured by greatly improved machinery. BICKFORD, SMITH, & DAVEY, Camborne, Cornwall.

TOUGHENED CAST-IRON—STIRLING'S PATENT.

No. 1—For SMALL and MEDIUM CASTINGS.
No. 2—For HEAVY CASTINGS.
No. 3 *(Extra)*—For ROLLS, HEAVY SHAFTS, and VERY HEAVY CASTINGS.

The above is by far the strongest Cast-Iron made, and is now being extensively used where strong castings are required.

Farther particulars may be obtained on application to Messrs. GARDEN & MACANDREW, 34, Dowgate-hill, from whom also the IRON can be PROCURED.

INDURATED AND IMPERVIOUS STONE, CHALK, &c.—AGENTS, with capital, are WANTED in all TOWNS to SUPPLY (under British and Foreign Patents) the great demand for HUTCHISONISED MATERIALS—hard as granite, impervious to moisture, vermin, &c.; the cheapest and most durable for all buildings, hydraulic, paving, monumental and decorative work.—The profits are large. Apply to HUTCHISON & CO., Tunbridge Wells, Kent, and Caen, Normandy, stating name, address, and capital at command.

N.B.—Houses cured of damp. The produce of soft stone quarries, chalk, plaster of Paris, wood, pasteboard, and all absorbent materials indurated to resist frost, vermin, &c.

LICENCES GRANTED.

NATIONAL MONUMENT TO GEORGE STEPHENSON.

COMMITTEE FOR PROMOTING THIS OBJECT.

His Grace the DUKE OF DEVONSHIRE.
His Grace the DUKE OF NORTHUMBERLAND.
The Right Hon. the EARL OF LONSDALE.
The Right Hon. the LORD RAVENSWORTH.
The Hon. HENRY T. LIDDELL.

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TREASURER.
George Carr Glyn, Esq., M.P., Lombard-street, London.

HONORARY SECRETARY.
W. P. Marshall, Secretary to the Institution of Mechanical Engineers, 54, Newhall-street Birmingham.

The committee have now the pleasing task of addressing those who, in common with themselves, admired and revered the late George Stephenson, for the purpose of inviting their co-operation in the erection of some permanent monument to his memory.

It has been well observed, and in no instance more truly than that of Stephenson, that the best and most enduring monument of the truly great is to be found in the undying remembrance of their worthy deeds. The name of George Stephenson will be remembered particularly in the great coal district surrounding Newcastle, in connection with the Safety Lamp, invented and introduced into use by him; and his name will be always connected with the vast facilities for industrial development and natural progress evolved by the institution of railways, and by the elaboration of the locomotive, which have caused mechanical akill in the present age to outstrip in usefulness and in emolument every other department of national industry.

The committee, therefore, regard the proposed monument rather as a means of recording for future times the gratitude of that British public which have witnessed the introduction of the Safety Lamp, and the rise and progress of the Railway system, than as any addition to the honours which surround the memory of the great promoter of that system.

To the mechanic, and especially the operative mechanic, the committee with confidence appeal for some general token of that remembrance which, daily and hourly, forces itself upon him in connection with our great mechanical inventor. It must not be forgotten, that it was the pride of George Stephenson to have raised himself from the humbler ranks of honourable labour, and to have belonged to the class whom, in after life, he so much and so especially benefitted—rising above all prejudices, he ever held dear the friendship and the applause of the body of mechanical engineers and operative mechanics, who, while he lived, looked up to him as a father and a friend.

The committee offer to all the opportunity of contributing according to the means and the disposition of each, feeling assured that the movement they invoke will become truly national; but however wide spread may be the co-operation given to it, it must still fall far short of the almost universal feeling of respect, esteem, and reverence which, throughout all Britain, sheds a halo round the name of George Stephenson.

Contributions to the fund will be received by the Treasurer and the Secretary.

August 29, 1850.

EASTERN COUNTIES RAILWAY.—LOWESTOFT AND YARMOUTH.—PASSENGERS taking RETURN TICKETS will be CONVEYED at SINGLE FARES by ALL TRAINS on each SATURDAY, from PETERBOROUGH to LOWESTOFT and to YARMOUTH, and they can return by any Train up to and including the Up-Mail Train on the following Monday night.

Week-day Trains from Peterborough, at	*Reach Yarmouth, at*	*Lowestoft, at*
8 20 a.m.	2 0 p.m.	2 15 p.m.
1 0 p.m.	5 50 „	6 0 „
5 45 „	—	11 0 „
10 58 „	3 30 a.m.	—
From Lowestoft, at	*From Yarmouth, at*	*Reach Peterborough, at*
9 0 a.m.	6 30 a.m.	11 55 a.m.
2 15 p.m.	9 15 „	3 55 p.m.
8 45 „	3 20 p.m.	9 45 „
—	9 0 „	1 33 a.m.

July 24, 1850. By order, C. P. RONEY, Secretary.

INSURANCE AGAINST RAILWAY ACCIDENTS BY THE RAILWAY PASSENGERS' ASSURANCE COMPANY.

Empowered by Act of Parliament, 12 and 13 Victoria, cap. 40.

Capital—ONE MILLION.

CHAIRMAN—JOHN DEAN PAUL, Esq.
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TRAVELLERS by RAILWAY can now OBTAIN TICKETS at the principal RAILWAY STATIONS to INSURE AGAINST ACCIDENT during a SINGLE JOURNEY, irrespective of distance, for the following amounts;—

£1000 in a first-class carriage, at a premium of ..... 3d.
£500 in a second-class ditto ditto ..... 2d.
£200 in a third-class ditto ditto ..... 1d.

For the convenience of frequent travellers, Periodical Tickets are also issued at the Railway Stations by the provincial agents, and at the Company's offices, 3, Old Broad-street, London, on the following terms:—

To insure £1000 for 12 months, at a premium of ..... 20s.
ditto £200 ditto ditto ..... 5s.

With the option of travelling in any class carriage, and on any railway in the kingdom

The total amount insured by any of the above tickets is payable in the event of death by railway accident, and proportionate compensation afforded in cases of personal injury.

N.B.—In the recent serious accident at Liverpool, 12 persons out of the large number who were injured were insured with this Company, and have since received compensation for the loss of time and medical expenses; and by that on the Edinburgh and Glasgow Railway, on the 1st August, the Company have already received notice of injuries to several insured parties. ALEXANDER BEATTIE, Secretary.

HUBBUCK'S PATENT WHITE ZINC PAINT combines ELEGANCE, DURABILITY, HEALTH, and ECONOMY. Unparalleled in whiteness. It is permanent for ages—unaffected by bilge water, sugar cargoes, vapour from cesspools, or the most noxious gases—equal to the finest coach panelling, without the use of varnish—favourable to the health of the painter, and to the occupants of apartments newly painted with it—covers so much work, that it becomes cheaper than the poisonous paints hitherto used. Each cask is stamped "HUBBUCK, London, Patent."

A circular, with full particulars, may be obtained from the principal dealers in paints, and at the works of Thos. Hubbuck and Son, opposite the London Docks.

THIRTY-FIRST EDITION.

Illustrated by 26 Anatomical Coloured Engravings on Steel, On Physical Disqualifications, Generative Incapacity, and Impediments to Marriage. New Edition, enlarged to 196 pages.—Just published, price 2s. 6d., or by post, direct from the establishment, 3s. 6d. in postage stamps.

THE SILENT FRIEND: a medical work, on the infirmities and decay of the generative system, from excessive indulgence, infection, and the inordinate use of mercury, with remarks on marriage, and the means of obviating certain disqualifications, illustrated by 26 coloured engravings. By R. & L. PERRY & Co., consulting surgeons, 19, Berners-street, Oxford-street, London. Published by the authors; sold by Strange, 21, Paternoster-row; Hannay, 63, and Sanger, 150, Oxford-street; Starie, 23, Titchborne-street, Haymarket; and Gordon 146, Leadenhall-street.

THE CORDIAL BALM OF SYRIACUM is exclusively employed in treating nervous and sexual debility, impotence, &c., 11s. and 33s. per bottle.—THE CONCENTRATED DETERSIVE ESSENCE, an anti-syphilitic remedy, for purifying the blood in cases of infection, secondary symptoms, eruptions, and the abuse of mercury, 11s. and 33s. per bottle.—PERRY'S PURIFYING SPECIFIC PILLS, 2s. 9d., 4s. 6d., and 11s. per box—a certain remedy for gonorrhœa, gleet, strictures, and chronic inflammation of the bladder.—Consultation fee, if by letter, £1. A full description of the case is necessary, stating age, habits, and position in society. £5 packets, with advice, to be had at the establishment only, by which the fee, £1, is saved.—Messrs. Perry, surgeons, are in attendance daily at 19, Berners-street, from 11 to 2, and 5 to 8; on Sundays, from 11 to 1.

Sold by Sutton and Co., 10, Bow Churchyard; W. Edwards, 67, St. Paul's Churchyard; Barclay and Sons, Farringdon-street; Butler, 4, Cheapside; R. Johnston, 63, Cornhill; L. Hill, New Cross; W. B. Jones, chemist, Kingston; J. W. Tanner, Egham; S. Smith, Windsor; J. B. Shillock, Bromley; T. Riches, London-street, Greenwich; T. Parkes, Woolwich; Ede and Co., Dorking; and John Thurlby, High street, Romford—of whom may be had the *Silent Friend*.

DR. LA'MERT ON THE SECRET INFIRMITIES OF YOUTH AND MATURITY.

With 40 coloured engravings on steel.

Just published, and may be had in French or English, in a sealed envelope, 2s. 6d.; or post-free, from the author, for forty-two stamps.

SELF-PRESERVATION: A Medical Treatise, on the Physiology of Marriage, and on the Secret Infirmities and Disorders of Youth and Maturity, usually acquired at an early period of life, whichdebilitate the physical and mental powers, diminish and enfeeble the natural feelings, and exhaust the vital energies of Manhood; with Practical Observations on the Treatment of Nervous Debility, whether arising from these causes, close study, or the influence of tropical climates; local and constitutional weakness, syphilis, stricture, and all diseases and derangements resulting from indiscretion; with 40 coloured engravings, illustrating the Anatomy, Physiology, and Diseases of the Reproductive Organs, explaining their various structures, uses, and functions, and the injuries that are produced in them by solitary habits, excesses, and infection.

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London: Printed by RICHARD MIDDLETON, and published by HENRY ENGLISH (the proprietors), at their offices, No. 26, FLEET-STREET, where all communications are requested to be addressed. [*September 7, 1850.*